# **NACOmatic**

Effective: 21-Oct-2010 Expires: 18-Nov-2010



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#### INSTRUMENT APPROACH PROCEDURE CHARTS



# IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME APALACHICO	ALTERNATE MINIMUMS	NAME ALTERNATE MINIMUMS CRESTVIEW. FL
APALACHICO	LA RGNL	BOB SIKES
BARTOW, FL		CRYSTAL RIVER, FL
	NI RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 9L RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 27R al weather not available.	CRYSTAL RIVER RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 VOR/DME-A NA when local weather not available. Category D, 800-21/2.
	N, FL IVOR/DME-A al weather not available.	DAYTONA BEACH, FL DAYTONA BEACH INTL ILS or LOC Rwy 7L1 LOC BC Rwy 25R1

RNAV (GPS) Rwy 27

# **BROOKSVILLE. FL**

HERNANDO COUNTY ..... RNAV (GPS) Rwy 3 RNAV (GPS) Rwv 9 RNAV (GPS) Rwy 21

NA when local weather not available.

#### CHARLOTTE AMALIE, ST. THOMAS, VI CYRIL E. KING ......ILS Rwv 101, 700-2 VOR-A, 1200-3

<sup>1</sup>NA when control tower closed.

# CHRISTIANSTED, ST. CROIX, VI

HENRY E ROHLSEN ...... ILS or LOC Rwv 101 NDB Rwy 1012 RNAV (GPS) Rwy 103 VOR Rwy 2814 21 OCT 2010 to 18 NOV 2010

LOC Rwy 7L1 BC Rwy 25R1 VOR Rwv 16<sup>2</sup>

<sup>1</sup>NA when local weather not available. <sup>2</sup>Category D, 800-21/4.

# DELAND, FL

DELAND MUNI- SIDNEY H.

TAYLOR FIELD ...... RNAV (GPS) Rwy 5 RNAV (GPS) Rwv 12 RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 30

NA when local weather not available.

#### FORT LAUDERDALE, FL

FORT LAUDERDALE

EXECUTIVE ..... ILS or LOC Rwy 81 RNAV (GPS) Rwy 262

<sup>1</sup>ILS. Category D. 700-2.

<sup>2</sup>NA when local weather not available.

<sup>&</sup>lt;sup>1</sup>NA when control tower closed.

<sup>&</sup>lt;sup>2</sup>Category A,B, 1200-2; Category C,D, 1200-3.

<sup>&</sup>lt;sup>3</sup>Category A,B, 1000-2; Category C,D, 1000-3.

<sup>&</sup>lt;sup>4</sup>Category A,B, 900-2; Category C,D, 900-3.



ALTERNATE MINIMUMS NAME ALTERNATE MINIMUMS NAME FORT LAUDERDALE, FL (CON'T) JACKSONVILLE, FL (CON'T) CRAIG MUNI .....ILS or LOC Rwy 32 FORT LAUDERDALE-HOLLYWOOD INTL ..... ILS or LOC Rwy 9L1 RNAV (GPS) Rwy 141 ILS or LOC Rwv 27R1 RNAV (GPS) Rwv 32 LOC Rwv 9R<sup>2</sup> VOR Rwv 141 LOC/DME Rwv 132 VOR/DME Rwv 32 RNAV (GPS) Rwy 132 NA when local weather not available. <sup>1</sup>Category C, 800-21/4; Category D, 800-21/2. RNAV (GPS) Y Rwy 9R2 RNAV (GPS) Z Rwy 9L2 RNAV (GPS) Rwv 27L2 JACKSONVILLE INTL .....ILS Rwv 71 RNAV (GPS) Y Rwy 27R2 ILS Rwv 13<sup>2</sup> ILS or LOC Rwy 252 RNAV (GPS) Rwy 312 RNAV (RNP) Z Rwy 27R, 800-21/4 RNAV (GPS) Rwy 313 VOR Rwv 27R<sup>2</sup> VOR/DME Rwv 314 <sup>1</sup>ILS, Categories A,B,C, 700-2, Category D, <sup>1</sup>ILS, Category D. 700-2, Category E.800-23/4. 700-21/4. LOC, Category D, 800-21/4. LOC, Category E, 800-23/4. <sup>2</sup>Category D, 800-21/4. <sup>2</sup>ILS, Category D, 700-2. <sup>3</sup>NA when local weather not available. FORT MYERS, FL 4Category E, 800-23/4. PAGE FIELD ......ILS Rwy 51 **KEY WEST, FL** RNAV (GPS) Rwy 132 <sup>1</sup>NA when FMY tower closed. KEY WEST INTL ..... RNAV (GPS) Rwy 9 <sup>2</sup>NA when local weather not available. RNAV (GPS) Rwv 27 NA when local weather not available. SOUTHWEST FLORIDA INTL ..... ILS or LOC Rwy 612 LAKELAND, FL <sup>1</sup>NA when control tower closed. LAKELAND LINDER RGNL .. ILS or LOC Rwy 5 <sup>2</sup>ILS, Category E, 700-2½; LOC, Category E, NDB Rwy 5 RNAV (GPS) Rwy 5 800-21/2. RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 23 FORT PIERCE, FL RNAV (GPS) Rwy 27 ST LUCIE VOR Rwv 9 COUNTY INTL ..... ILS or LOC Rwy 10R1 VOR Rwy 271 NDB Rwy 28L1 NA when control tower closed. RNAV (GPS) Rwy 10R <sup>1</sup>Category C 800-21/4; Category D, 800-21/2. RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 28L LEESBURG, FL LEESBURG INTL ..... RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 32 VOR/DME Rwy 14 RNAV (GPS) Rwy 13 NA when local weather not available. RNAV (GPS) Rwy 31 <sup>1</sup>NA when control tower closed. NA when local weather not available. **GAINESVILLE, FL** MARATHON, FL THE FLORIDA KEYS MARATHON ....... NDB-A GAINESVILLE RGNL ...... RNAV (GPS) Rwy 71 RNAV (GPS) Rwy 251 RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 291 RNAV (GPS) Rwy 25 VOR Rwy 25<sup>2</sup> RNAV (GPS) Rwy 31 <sup>1</sup>NA when local weather not available. NA when local weather not available <sup>2</sup>Categories A,B, 900-2; Category C 900-2½. MARIANNA. FL JACKSONVILLE, FL MARIANNA MUNI ..... RNAV (GPS) Rwy 18

A

21 OCT 2010 to 18 NOV 2010

SE-3

VOR-A

VOR-B

NA when local weather not available.

CECIL FIELD ......ILS or LOC RWY 36R1

NA when local weather not available. 

NA when control tower closed.

RNAV (GPS) Rwy 18L

RNAV (GPS) Rwy 36R



#### NAME ALTERNATE MINIMUMS MAYAGUEZ, PR

ALTERNATE MINS

FLIGENIO MARIA

DE HOSTOS ......VOR or GPS Rwy 9 Categories A.B. 1000-2: Category C. 1000-3.

NA except for operators with approved weather reporting service.

# MERRITT ISLAND, FL

MERRITT ISLAND ..... RNAV (GPS) Rwv 11 NA when local weather not available.

# MIAMI. FL

KENDALL-TAMIAMI

EXECUTIVE ..... ILS or LOC Rwv 9R1

RNAV (GPS) Rwv 9L RNAV (GPS) Rwy 9R RNAV (GPS) Rwy 27L RNAV (GPS) Rwv 27R

NA when local weather not available. <sup>1</sup>Category D. 700-2.

MIAMI INTL .....ILS or LOC Rwy 271 ILS or LOC Rwv 30<sup>2</sup>

<sup>1</sup>NA when local weather not available. <sup>2</sup>Categories A,B, 900-2; Category C 900-21/2;

Category D, 900-23/4.

OPA LOCKA ...... ILS Rwv 9L ILS Rwy 12 ILS/DME Rwy 27R

NA when control tower closed.

# NAPLES. FL

21 OCT 2010 to 18 NOV 2010

NAPLES MUNI.....RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23

NA when local weather not available.

# OCALA. FL

OCALA INTL-JIM TAYLOR FIELD......ILS or LOC/DME Rwy 36

RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 VOR Rwv 36

NA when local weather not available.

# OKEECHOBEE, FL

OKEECHOBEE COUNTY.. RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 32

NA when local weather not available.

#### ORLANDO, FL

EXECUTIVE ......ILS or LOC Rwy 7 LOC BC Rwy 25 VOR/DME Rwy 7 VOR/DME Rwy 25

Category D, 800-21/2.

NAME ALTERNATE MINIMUMS ORLANDO, FL (CON'T)

KISSIMMEE GATEWAY ..... ILS or LOC Rwy 15 RNAV (GPS) Rwy 15

RNAV (GPS) Rwv 33

NA when local weather not available.

ORLANDO INTL .....ILS or LOC Rwv 17L ILS or LOC Rwv 17R

ILS or LOC Rwy 18R ILS or LOC Rwy 35L ILS or LOC Rwv 35R ILS or LOC Rwv 36R

ILS. 700-2.

## ORLANDO SANFORD

INTL ..... ILS or LOC Rwv 9L12 ILS or LOC Rwy 9R12

ILS or LOC Rwy 27R12 NDR-R2 NDB-C<sup>2</sup>

RNAV (GPS) Rwv 9L1 RNAV (GPS) Rwv 9R1 RNAV (GPS) Rwy 27R1

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

# PANAMA CITY, FL

NORTHWEST FLORIDA-PANAMA CITY INTL .....ILS or LOC/DME Rwv 16 NA when control tower closed.

# PENSACOLA. FL

PENSACOLA GULF

COAST RGNL .....ILS or LOC Rwy 171 VOR Rwv 8<sup>2</sup> <sup>1</sup>NA when Pensacola tower closed.

<sup>2</sup>Category D, 800-21/4.

#### PERRY, FL

PERRY-FOLEY ..... RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36

NA when local weather not available. Category D, 900-23/4.

#### POMPANO BEACH, FL

POMPANO BEACH AIRPARK ..... LOC Rwy 151 RNAV (GPS) Rwy 6

RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 24

RNAV (GPS) Rwy 33 NA when local weather not available.

<sup>1</sup>NA when control tower closed.

**ALTERNATE MINS** 





NAME ALTERNATE MINIMUMS NAME ALTERNATE MINIMUMS **PUNTA GORDA, FL** STUART. FL WITHAM FIELD ..... RNAV (GPS) Rwy 12 CHARLOTTE COUNTY ..... RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 30 RNAV (GPS) Rwy 15 RNAV (GPS) Rwv 22 NA when local weather not available. RNAV (GPS) Rwy 33 TALLAHASSEE. FL **VOR Rwv 4** TALLAHASSEE RGNL ... ILS or LOC Rwy 27123 VOR Rwy 22 ILS or LOC/DME Rwy 361 NA when local weather not available. NDB Rwv 361 ST. AUGUSTINE. FL RNAV (GPS) Rwv 185 RNAV (GPS) Rwy 275 ST. AUGUSTINE ..... RNAV (GPS) Rwy 131 VOR/DME or TACAN Rwy 364 RNAV (GPS) Rwy 311 VOR Rwy 13<sup>2</sup> **VOR Rwv 1815** <sup>1</sup>NA when control tower closed. VOR Rwy 31<sup>2</sup> <sup>2</sup>NA when local weather not available. <sup>1</sup>NA when local weather not available. 3ILS, Categories A,B, 800-2; ILS, LOC, Category <sup>2</sup>NA when control tower closed. C, 800-21/4; Category D, 800-21/2; Category E, ST. PETERSBURG. FL 1000-3. 4Category E. 1000-3. ALBERT WHITTED ..... RNAV (GPS) Rwy 7 <sup>5</sup>Category D. 800-21/4. RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 VOR Rwy 18 TAMPA. FL TAMPA INTL ..... ILS or LOC Rwv 18R NA when local weather not available. ILS or LOC Rwv 36L ST. PETERSBURG-CLEARWATER. FL RNAV (GPS) Rwy 18R RNAV (GPS) Rwy 36L ST. PETERSBURG- CLEARWATER RNAV (GPS) Rwy 36R INTL ..... ILS or LOC Rwy 17L12 Category E. 1000-3. ILS or LOC/DME Rwy 35R12 RNAV (GPS)-A2 RNAV (GPS) Rwy 17L2 PETER O KNIGHT ...... NDB-A1 RNAV (GPS) Rwy 35R2 RNAV (GPS) Rwv 21 VOR Rwv 43 RNAV (GPS) Rwy 35 <sup>1</sup>Category E, 1000-3. NA when local weather not available. <sup>2</sup>NA when local weather not available. <sup>1</sup>Categories A,B, 900-2; Category C, 900-23/4. 3Categories A,B, 1000-2;Category C, 1000-23/4; Category D, 1000-3. TAMPA EXECUTIVE ...... ILS or LOC Rwy 231 RNAV (GPS) Rwy 18 SAN JUAN, PR RNAV (GPS) Rwy 23 **LUIS MUNOZ** NA when local weather not available. MARIN INTL .....ILS or LOC Rwy 101 <sup>1</sup>ILS.Categories B. C. 800-2. VOR or TACAN Rwy 82 VOR or TACAN Rwy 10<sup>2</sup> TITUSVILLE, FL VOR or TACAN Rwy 262 NASA SHUTTLE <sup>1</sup>ILS, Category E, 700-21/4. LOC, Category E, LANDING FACILITY ...... RNAV (GPS) Rwy 15 800-21/4. RNAV (GPS) Rwy 33 <sup>2</sup>Category E, 900-3. **TACAN Rwy 15 TACAN Rwy 33** SARASOTA(BRADENTON), FL NA when local weather not available. SARASOTA/ Categories D. E. 1000-3. BRADENTON INTL .....ILS or LOC Rwy 141 ILS or LOC Rwy 321 SPACE COAST RGNL ..... ILS or LOC Rwy 362 VOR Rwy 32<sup>2</sup> RNAV (GPS) Y Rwy 91 <sup>1</sup>NA when control tower closed. RNAV (GPS) Y Rwy 181 <sup>2</sup>Categories A,B, 900-2; Category C, 900-21/2; RNAV (GPS) Z Rwy 182 Category D, 900-23/4. RNAV (GPS) Rwy 361 <sup>1</sup>NA when local weather not available. <sup>2</sup>NA when control tower closed.

10294





NAME ALTERNATE MINIMUMS VERO BEACH, FL

VERO BEACH MUNI ....... RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 11R RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 29L

NA when local weather not available.

# WEST PALM BEACH, FL

PALM BEACH INTL ...... ILS or LOC Rwy 10L1
ILS or LOC Rwy 28R1
RNAV (GPS) Y Rwy 142

VOR Rwy 14<sup>3</sup> <sup>1</sup>ILS, Categories C,D, 700-2.

<sup>2</sup>Category D, 800-21/4.

<sup>3</sup>Category A,B, 900-2;Category C, 900-2½; Category D, 900-2¾.

#### WINTER HAVEN, FL

#### WINTER HAVEN'S

GILBERT ...... RNAV (GPS) Rwy 5¹
RNAV (GPS) Rwy 11¹
VOR/DME-A

Category D, 800-21/4.

<sup>1</sup>NA when local weather not available.

# 21 OCT 2010 to 18 NOV 2010

# RADAR INSTRUMENT APPROACH MINIMUMS

DAYTONA BEACH, FL DAYTONA BEACH INTL RADAR-1 125.72 379.95 ▼

Amdt. 8B, SEP 25, 2008 (FAA)

ELEV 34

				HAT	I			HAT/	1
			DA/	HATh/		DA/	HATh/		
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	25R	AB	<b>620</b> -1	586	(600-1)	С	620-11/2	586	(600-1½)
		D	620-13/4	586	(600-13/4)				
	34	AB	<b>580</b> -1	546	(600-1)	С	<b>580</b> -1½	546	(600-1½)
		D	580-13/4	546	(600-13/4)				
	16	AB	<b>640</b> -1	607	(700-1)	С	640-13/4	607	$(700-1\frac{3}{4})$
		D	<b>640</b> -2	607	(700-2)				
	7L	ABC	<b>480</b> /40	450	(500-3/4)	D	<b>480</b> /50	450	(500-1)
CIRCLING	3	AB	<b>640</b> -1	606	(700-1)	С	640-13/4	606	$(700-1\frac{3}{4})$
		D	<b>640</b> -2	606	(600-2)				

For inoperative MALSR, increase S-ASR 7L visibility CATS A/B/C to RVR 5000.

DELAND, FL Amdt. 3, AUG 10, 2000 (FAA)
DELAND MUNI/SIDNEY H. TAYLOR FIELD

ELEV 80

RADAR- 125.35 322.3 ▼ 🛦 NA

HAT/ HAT/ DA/ DAI HATh/ HATh/ RWY GS/TCH/RPI CAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA CEIL-VIS 480-1 ASR AB 401 (400-1) CD 480-11/4 401 (400-11/4) CIRCLING 560-1 480 (500-1) **580**-1 500 (500-1) Α В **620**-1½ 540 (600-1½) D 680-2 600 (600-2)

Use Daytona Beach Intl altimeter setting

SE-3

# RADAR INSTRUMENT APPROACH MINIMUMS

JACKSONVILLE NAS (KNIP), (TOWERS FIELD) FL (10042 USN) ELEV 20 RADAR¹ - (E) 127.7x 133.25 266.8x 276.4x 282.375 328.4 348.0x 363.0x 379.225x ▼

·				DH/	HAT/ HATh/	•
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR <sup>1</sup>	10 <sup>2</sup>	3.0°/38/739	ABCDE	120-1/4	100	(100-1/4)
	2835	3.0°/40/746	ABCDE	212-1/2	200	(200-1/2)
PAR						, ,
W/O GS1	284		ABCDE	340-¾	328	(400-3/4)
	10⁴		ABCDE	360-¾	340	(400-3/4)
400	0.06		4.5	100.1/	202	(400.1/)
ASR	28 <sup>6</sup>		AB	400-1/2	388	(400-1/2)
	4.07		CDE	400-3/4	388	(400-3/4)
	10 <sup>7</sup>		AB	420-1/2	400	(400-1/2)
			CD	420-¾	400	(400-¾)
			E	420-1	400	(400-1)
	32		AB	420-1	400	(400-1)
			CD	420-11/4	400	(400-11/4)
			E	420-11/2	400	(400-11/2)
OID8	All Decem		<b>A.D.</b>	400.4	400	(500.4)
CIR®	All Rwy		AB	480-1	460	(500-1)
			С	480-1½	460	(500-1½)
			D	580-2	560	(600-2)
			E	860-3	840	(900-3)

¹No-NOTAM MP: PAR 1200-1600Z++ Tue. ²When ALS inop, increase vis CAT ABCDE to ½ mile. ³When ALS inop, increase vis CAT ABCDE to ¾ mile. ⁴When ALS inop, increase vis CAT ABCDE to 1½ miles. ⁵PAPI RRP and PAR RPI are not coincident. ⁵When ALS inop, increase vis CAT ABC to 1mile, DE to 1½ miles. ⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. ⁵Increase vis CAT AB to 1¼ miles when circling from PAR W/O GS.

**KEY WEST, FL** Amdt. 4B, JAN 15, 2009 (FAA) ELEV 3 **KEY WEST INTL RADAR-** 124.025 289.85 ▼

				HAI/			HAII
			DA/	HATh/		DA/	HATh/
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA CEIL-VIS
ASR	27	AB	<b>440</b> -1	437 (500-1)	С	440-11/4	437 (500-11/4)
		D	440-11/2	437 (500-11/2)			
	9	AB	<b>460</b> -1	457 (500-1)	С	460-11/4	457 (500-11/4)
		D	460-11/2	457 (500-11/2)			
CIRCLING	G	AB	<b>500</b> -1	497 (500-1)	С	500-11/2	497 (500-11/2)
		D	<b>620</b> -2	617 (700-2)			

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# RADAR INSTRUMENT APPROACH MINIMUMS

# KEY WEST NAS (KNQX), (BOCA CHICA FLD), FL (10154 USN) ELEV 6 RADAR' - (E) 134.925x 272.25x 348.25x 317.575x 7

PAR <sup>2</sup>	RWY 7 <sup>3</sup> 25	<b>GS/TCH/RPI</b> 3.0°/44/833 3.0°/43/799 3.0°/36/672	CAT ABCDE ABCDE ABCDE	DH/ MDA-VIS 104-1/4 105-1/2 104-1/2	HAT/ HATh/ HAA 100 100 100	CEIL-VIS (100-1/4) (100-1/2) (100-1/2)
PAR W/O	3		ABCDE	300-11/4	296	(300-11/4)
GS	74		ABCDE	360-¾	356	(400-3/4)
	25		ABCDE	340-11/4	335	(400-11/4)
ASR	<b>7</b> <sup>5</sup>		AB CDE	360-½ 360-¾	356 356	(400-½) (400-¾)
	31		ABCD	340-1	336	(400-74)
	31		E	340-11/4	336	(400-1) (400-1½)
	3		ABCD	340-1	336	(400-1/4)
	Ü		E	340-11/4	336	(400-1)
	13		ABC	380-1	376	(400-174)
	10		DE	380-11/4	376	(400-1)
	21		AB	460-1	454	(500-1)
			C	460-11/4	454	(500-11/4)
			DE	460-11/2	454	(500-11/2)
	25		AB	460-1	455	(500-1)
			C	460-11/4	455	(500-11/4)
			DE	460-11/2	455	(500-1½)
CIR <sup>6</sup>	21, 25		Α	460-1	454	(500-1)
			В	500-1	494	(500-1)
			С	500-11/2	494	(500-1½)
			DE	560-2	554	(600-2)
	3,7,13,31		Α	440-1	434	(500-1)
			В	500-1	494	(500-1)
			С	500-11/2	494	(500-1½)
			DE	560-2	554	(600-2)

¹Opr 1200-0300Z++. ²No-NOTAM preventive maint sked: 1100-1700Z++ Tue. ³When ALS inop, increase vis CAT ABCDE to ½ mile. ⁴When ALS inop, increase vis CAT ABCDE to 1¼ miles. ⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. ⁵When circling from PAR W/O GS Rwys 3,7,25, increase CAT AB vis to 1¼ miles.

# RADAR INSTRUMENT APPROACH MINIMUMS

MAYPORT NS (KNRB), (ADM DAVID L. MC DONALD FLD), FL (10042 USN) ELEV 15 RADAR<sup>12</sup> - (E) 119.7x 125.525x 235.675x 253.95x 278.1 323.25x 355.6x 379.025x

INADAIN	(=) 113.77	120.020x 200.01	0X 200.50X 2	70.1 020.20X 0	JO.OX 013.02	· · · · · · · · · · · · · · · · · · ·
					HAT/	•
				DH/	HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	<u>HAA</u>	CEIL-VIS
PAR	5	3.0°/48/911	ABCDE	213-¾	200	(200-3/4)
	2334	3.0°/48/912	ABCDE	309-1	294	(300-1)
	COP 55	3.0°/48/911	COPTER	118-1/2	105	$(200-\frac{1}{2})$
	COP 23 <sup>4 5</sup>	3.0°/48/912	COPTER	265-¾	250	(300-3/4)
PAR W/O	GS					
	5		ABC	380-1	367	(400-1)
			DE	380-11/4	367	(400-11/4)
	234		AB	420-1	405	(500-1)
			CD	420-11/4	405	$(500-1\frac{1}{4})$
			E	420-11/2	405	(500-1½)
ASR	5		ABC	400-1	387	(400-1)
,	•		DE	400-11/4	387	(400-11/4)
	234		AB	500-1	485	(500-1)
			C	500-11/4	485	(500-11/4)
			D	500-11/2	485	(500-11/2)
			Ē	500-13/4	485	(500-13/4)
CIR PAR	E 224		ABC	560-2	545	(600-2)
CIK FAR	5-25		D	580-2 580-2	565	` ,
			E	640-2 <sup>1</sup> ⁄ <sub>4</sub>	625	(600-2) (700-21/4)
CIR	5-234		AB	560-1	545	(600-1)
PAR W/O			C	560-1%	545	(600-1) (600-1½)
ASR	GS		D	580-1/2	565	(600-1/2)
ASK			E		625	
				640-21/4	020	(700-21/4)

<sup>&</sup>lt;sup>1</sup>SFA not avbl. <sup>2</sup>No-NOTAM preventive maint sked: ASR/PAR 1100-1500Z++ Tue. <sup>3</sup> Acft height groups 1 and 2 authorized. Acft height groups 3 and 4 authorized only when the St. Johns river is clear of vessels from the mouth of Haulover Creek to St. Johns Point. <sup>4</sup>Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 threshold. <sup>5</sup>NOT FOR CIVIL USE.

NEW SMYRNA BEACH, FL
NEW SMYRNA BEACH MUNI

Amdt. 3A, MAR 27, 2001 (FAA)

ELEV 10

RADAR- 125.35 322.3 ▼ 🗥 NA

	·		DA/	HAT/ HATh/		DA/	HAT/ HATh/
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA CEIL-VIS
ASR	11	AB	<b>620</b> -1	610 (700-1)	С	620-13/4	610 (700-13/4)
		D	<b>620</b> -2	610 (700-2)			
CIRCLIN	G	AB	<b>620</b> -1	610 (700-1)	С	620-13/4	610 (700-13/4)
		D	<b>620</b> -2	610 (700-2)			

Use Daytona Beach altimeter setting.

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# RADAR INSTRUMENT APPROACH MINIMUMS

ORMOND BEACH, FL ORMOND BEACH MUNI

Amdt. 2C, MAR 26, 2001 (FAA)

ELEV 28

RADAR- 125.8 385.5 ANA

				TAI/			пан	
			DA/	HATh/		DA/	HATh/	
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA C	EIL-VIS
ASR	8	ABC	<b>420</b> -1	392 (400-1)	D	NA		
CIRCLIN	3	AB	<b>500</b> -1	472 (500-1)	С	500-11/2	472 (5	00-1½)

LIAT

Use Daytona Beach, FL altimeter setting

D

NA

PENSACOLA NAS (KNPA), (FORREST SHERMAN FLD), FL (10294 USN) ELEV 28 RADAR¹ - (E) 128.25 239.05 285.625 288.325 305.2 314.0 318.8 348.725 383.8

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	7L <sup>2</sup>	3.0°/55/1078	ABCDE	123-1/4	100	(100-1/4)
. ,	7R	3.0°/55/1040	ABCDE	125-1/2	100	(100-1/2)
	25R	3.0°/38/710	ABCDE	121-1/2	100	(100-1/2)
	19	3.0°/40/737	ABCDE	122-1/2	100	(100-1/2)
	25L	3.0°/39/745	ABCDE	122-1/2	100	(100-1/2)
	1	3.0°/39/744	ABCDE	128-1⁄2	100	(100-1/2)
PAR	7R³		ABCDE	380-11/4	357	(400-11/4)
SIDESTE	P 25L3		ABCD	420-11/4	399	(400-11/4)
			E	420-11/2	399	(400-1½)
PAR W/C	) 7L⁴		AB	380-1/2	357	(400-1/2)
GS			CDE	380-¾	357	(400-3/4)
	7R		ABC	380-1	355	(400-1)
			DE	380-11/4	355	(400-11/4)
	25L		ABCDE	360-11/4	338	(400-11/4)
	1		ABCDE	360-11/4	332	(400-11/4)
	19		ABCDE	380-11/4	358	(400-11/4)
	25R		ABCD	420-11/4	399	(400-11/4)
			Е	420-1½	399	(400-1½)
PAR W/G			ABC	380-1	357	(400-1)
SIDESTE			DE	380-11/4	357	(400-11/4)
	25L3		ABCD	420-11/4	399	(400-11/4)
			E	420-1½	399	(400-1½)
ASR	7L <sup>7</sup>		AB	480-¾	457	(500-3/4)
			С	480-1	457	(500-1)
			DE	480-11/2	457	(500-11/2)
		(CONTIN	UED ON NEXT	PAGE)		

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10294

# RADAR INSTRUMENT APPROACH MINIMUMS

# PENSACOLA NAS (KNPA) (CONT'D)

LITOAGGEA WAG (KINI A) (GOITT B)								
			DA/	HAT/ HATh/				
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS			
ASR	1	AB	460-11/4	432	(500-11/4)			
		С	460-11/2	432	(500-1½)			
		DE	460-2	432	(500-2)			
	7R	AB	480-11/4	455	(500-11/4)			
		С	480-11/2	455	(500-1½)			
		DE	480-2	455	(500-2)			
	19	ABC	480-11/4	458	(500-11/4)			
		DE	480-11/2	458	(500-1½)			
	25L	ABC	480-11/4	458	(500-11/4)			
		DE	480-11/2	458	(500-1½)			
	25R	ABC	480-11/4	459	(500-11/4)			
		DE	480-11/2	459	(500-1½)			
ASR		AB	480-11/4	457	(500-11/4)			
SIDESTEP 7R8		С	480-11/2	457	(500-1½)			
		DE	480-2	457	(500-2)			
	25L <sup>9</sup>	ABC	480-11/4	459	(500-11/4)			
		DE	480-1½	459	(500-1½)			
CIR <sup>5 6</sup>	7R-25L, 7L-25R, 1-19	AB	520-11/4	492	(500-11/4)			
		С	520-11/2	492	(500-1½)			
		DE	580-2	552	(600-2)			

¹No-NOTAM preventive maint sked: PAR 1800-2300Z++ Sun. ²When ALS inop, increase vis to ½ mile. ³Sidestep not authorized until within 2 NM of Touchdown. ⁴When ALS inop, increase CAT ABC vis to 1 mile, CAT DE to 1½ miles. ⁵Circling authorized from PAR W/O GS and ASR only. Circling from sidestep not auth. ⁵CIR vis PAR W/O GS RWY 7L and PAR W/O GS RWY 7R CAT AB 1 mile. ¹When ALS inop, increase vis CAT AB to 1½ miles, CAT C to ½ miles and CAT DE to 2 miles. ⁵Sidestep not authorized until within 2.5 DME of NPA TACAN (1.73 NM from THLD). ⁵Sidestep not authorized until within 2.5 DME of NPA TACAN (1.94 NM from THLD).

# RADAR INSTRUMENT APPROACH MINIMUMS

TALLAHASSEE. FL Amdt. 5A. FEB 16, 2006 (FAA) **TALLAHASSEE RGNL** 

ELEV 81

**RADAR- 135.8 317.4** 

				HAT	I			HAT	1
			DA/	HAT	h/		DA/	HAT	h <i>l</i>
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	9	AB	<b>480</b> /50	410	(500-1)	CD	<b>480</b> /60	410	(500-11/4)
	36	AB	<b>460</b> /24	396	(400-1/2)	CD	<b>460</b> /40	396	(400-3/4)
	27	AB	<b>460</b> /24	407	(500-1/2)	CD	<b>460</b> /40	407	(500-3/4)
	18	AB	<b>560</b> -1	479	(500-1)	С	560-11/4	479	(500-11/4)
		D	560-11/2	479	(500-1½)				
CIRCLING		AB	<b>560</b> -1	479	(500-1)	С	580-11/2	499	(500-11/2)
		D	640-2	559	(600-2)				

When control tower closed, ASR NA.

For inoperative ALSF, increase ASR-27 Cat D visibility to RVR 6000. For inoperative MALSR increase ASR-36 Cat D visibility to RVR 6000.

TYNDALL AFB (KPAM), FL (Panama City) (Amdt 1, 10294 USAF) RADAR2- (E) 125.2 392.1 (N above 5000') 119.1 379.3 (N below 5000') 124.15 341.7 (S above 5000') 136.4 338.35 (S below 5000') \( \overline{\psi} \)

RWY 13L <sup>3</sup> 31R <sup>3</sup> 13R <sup>5</sup> 31L <sup>6</sup>	<b>GS/TCH/RPI</b> 2.5°/49/1131 2.5°/50/1146 2.5°/36/822 2.5°/40/919	CAT ABCDE ABCDE ABCDE ABCDE	DH/ MDA-VIS 214/24 214/24 214-3/4 217-3/4	HAT/ HATh/ HAA 200 200 200 200	CEIL-VIS (200-½) (200-½) (200-¾) (200-¾)
31R <sup>4</sup>		AB CDE	460/24 460/45	446 446	(500-½) (500- <sup>7</sup> / <sub>s</sub> )
31L		AB CDE	460-1 460-1 <sup>3</sup> / <sub>8</sub>	443 443	(500-1) (500-1 <sup>3</sup> / <sub>8</sub> )
13L <sup>4</sup>		AB CDE	520/24 520/55	506 506	(600-½) (600-1)
13R		AB CDE	520-1 520-1 <sup>3</sup> / <sub>8</sub>	506 506	(600-1) (600-1 <sup>3</sup> / <sub>8</sub> )
All Rwy		AB C D E	560-1 560-1½ 580-2 620-2¼	543 543 563 603	(600-1) (600-1½) (600-2) (700-2¼)
	13L <sup>3</sup> 31R <sup>3</sup> 13R <sup>5</sup> 31L <sup>6</sup> 31R <sup>4</sup> 31L 13L <sup>4</sup> 13R	13L³ 2.5°/49/1131 31R³ 2.5°/50/1146 13R⁵ 2.5°/36/822 31L⁶ 2.5°/40/919 31R⁴ 31L 13L⁴ 13R	13L³       2.5°/49/1131       ABCDE         31R³       2.5°/50/1146       ABCDE         13R⁵       2.5°/36/822       ABCDE         31L°       2.5°/40/919       ABCDE         31R⁴       AB       CDE         31L       AB       CDE         13L⁴       AB       CDE         13R       AB       CDE         AII Rwy       AB       CDE         D       C       D	RWY   GS/TCH/RPI   CAT   MDA-VIS	RWY GS/TCH/RPI CAT MDA-VIS HAA 13L3 2.5°/49/1131 ABCDE 214/24 200 31R3 2.5°/50/1146 ABCDE 214/24 200 13R5 2.5°/36/822 ABCDE 214-3⁄4 200 31L6 2.5°/40/919 ABCDE 217-3⁄4 200 31R4 AB 460/24 446 CDE 460/45 446 31L AB 460-1 443 CDE 460-13/8 443 CDE 460-13/8 443 CDE 520/55 506 13R AB 520-1 506 CDE 520/55 506 AB 520-1 506 CDE 520-13/8 506 AB 560-1 543 C 560-11/2 543 D 580-2 563

¹When ASR out PAR not avbl. ²No-NOTAM preventive maint sked: ASR-0930-1130Z++ Mon-Fri, 1200-1400Z++ wkend. PAR 1200-1400Z++ Mon-Fri, 1400-1600Z++ wkend. 3When ALS inop, increase RVR to 40 and vis to 3/4 mile. 4When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1<sup>3</sup>/<sub>o</sub>miles. <sup>5</sup>CAUTION: Height Group 3 WCH 16', Height Group 4 WCH 11'. CAUTION: Height Group 4 WCH 15'.

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# RADAR INSTRUMENT APPROACH MINIMUMS

WHITING FLD NAS-NORTH (KNSE), FL (Milton) (07354 USN)
RADAR¹- Ctc PENSACOLA APP CON (E) 126.85 127.35 278.8 298.9

**ELEV 199** 

				DH/	HAT/ HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	14 <sup>2</sup>		ABC	560-¾	361	(400-¾)
			DE	560-11/2	361	(400-1½)
	23		ABC	540-11/4	357	(400-11/4)
			DE	540-2	357	(400-2)
	5		ABC	620-11/4	440	(500-11/4)
			DE	620-2	440	(500-2)
Circling <sup>3</sup>	14, 23, 324		Α	580-1	381	(400-1)
			В	660-1	461	(500-1)
			С	660-11/2	461	$(500-1\frac{1}{2})$
			DE	760-2	561	(600-2)
	5		Α	620-11/4	421	(500-11/4)
			В	660-11/4	461	$(500-1\frac{1}{4})$
			С	660-11/2	461	(500-11/2)
			DE	760-2	561	(600-2)

<sup>&</sup>lt;sup>1</sup>No-NOTAM preventive maint sked: Mon 1300-1800Z++; Apch only avbl dur NDZ opr hr. <sup>2</sup>When ALS inop, increase vis CAT ABC to 1½ miles, CAT DE to 2 miles. <sup>3</sup>Circling not authorized in sector SE of Rwy 14-32 and SW of Rwy 5-23. <sup>4</sup>When circling to land Rwy 23 from ASR approach, increase CAT AB vis to 1½ miles.

# RADAR INSTRUMENT APPROACH MINIMUMS

WHITING FIELD NAS-SOUTH (KNDZ), FL (Milton) (07354 USN) ELEV 177

RADAR¹- Ctc PENSACOLA APP CON (E) 124.85 385.4 ▼

PAR	RWY 32 23 <sup>2</sup>	<b>GS/TCH/RPI</b> 3.0°/54/965 3.0°/39/665	CAT ABCDE ABCDE	DH/	HAT/ HATh/ HAA 9 100 250	CEIL-VIS (100-½) (300-1)
PAR W/O G	S 32³ 23		ABCDE ABCDE	420-¾ 460-1¼	249 283	(300-¾) (300-1¼)
ASR	32 <sup>4</sup> 23		ABC DE ABC DE	500-¾ 500-1½ 540-1¼ 540-2	329 329 363 363	(400-¾) (400-1½) (400-1¼) (400-2)
	14 <sup>5</sup> 5		ABC DE ABC DE	620-11/4 620-11/2 620-11/4 620-2	445 445 451 451	(500-1½) (500-1½) (500-1¼) (500-2)
CIR <sup>6</sup>	5, 14		A B C DE	620-1¼ 640-1¼ 640-1½ 740-2	443 463 463 563	(500-1½) (500-1½) (500-1½) (600-2)
	23, 327		A B C DE	560-1 640-1 640-1½ 740-2	383 463 463 563	(400-1) (500-1) (500-1½) (600-2)

¹No-NOTAM preventive maint sked: Mon 1300-1800Z++. ²Caution: PAR TCH and RPI not coincident with PAPI. ³When ALS inop, increase vis CAT ABCDE to 1½ miles. ⁴When ALS inop, increase vis CAT ABC to 1½ miles, CAT DE to 2 miles. ⁵20:1 visual area penetrated by unlit obstacles. When VGSI inop, night straight-in or circling procedure not authorized. ⁵Circling not authorized in sector NE of Rwy 14-32 and NW of Rwy 5-23. Circling authorized from PAR W/O GS and ASR only. Caution - Whiting Fld NAS - North 1 NM North. ⁵When circling to land Rwy 23 from ASR approach, increase CAT AB vis to 1½ miles.

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INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below, Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME AGUADILLA, PR

21 OCT 2010 to 18 NOV 2010

#### TAKE-OFF MINIMUMS

RAFAEL HERNANDEZ (BQN) ORIG 09071 (FAA)

DEPARTURE PROCEDURE: Rwy 8, climb on a heading between 262° CW to 158° from DER. Rwy 26, climb on a heading between 230° CW to 082° from DER. NOTE: Rwy 8, vehicles on roadway beginning 1489' from DER, left and right of centerline, up to 15' AGL/242' MSL. Rwy 26, vehicles on roadway beginning 751' from DER, left and right of centerline, up to 17' AGL/275' MSL. Trees beginning 939' from DER, 447' right of centerline, up to 100' AGL/343' MSL.

#### APALACHICOLA, FL

APALACHICOLA RGNL

NOTE: Rwy 6, multiple trees beginning 22' from departure end of runway, 15' right of centerline, up to 99' AGL/108' MSL. Multiple trees beginning 1153' from departure end of runway, 97' left of centerline, up to 92' AGL/101' MSL. Rwy 13, multiple trees beginning 207' from departure end of runway, 147' left of centerline, up to 95' AGL/97' MSL. Bush 427' from departure end of runway, 276' left of centerline, 15' AGL/32' MSL. Multiple trees beginning 2951' from departure end of runway, 68' right of centerline, up to 90' AGL/99' MSL. Rwy 18, multiple trees beginning 1032' from departure end of runway, 43' left of centerline, up to 22' AGL/56' MSL. Multiple trees beginning 1438' from departure end of runway, 219' right of centerline, up to 22' AGL/72'

NAME

#### TAKE-OFF MINIMUMS

#### APALACHICOLA MUNI (CON'T)

Rwy 24, multiple trees beginning 24' from departure end of runway, 17' right of centerline up to 75' AGL/84' MSL. Multiple trees beginning 71' from departure end of runway, 77' left of centerline, up to 79' AGL/88' MSL. Multiple light poles beginning 583' from departure end of runway, 268' left of centerline, up to 32' AGL/47' MSL. Bush 1018' from departure end fo runway, 394' left of centerline, 41' AGL/47' MSL. Rwy 31, multiple trees beginning 52' from departure end of runway, 88' left of centerline, up to 73' AGL/82' MSL. Multiple trees beginning 137' from departure end of runway, 75' right of centerline, 78' AGL/87' MSL. Rwy 36, multiple trees beginning 686' from departure end of runway, 260' left of centerline, up to 81' AGL/90' MSL. Multiple trees beginning 991' from departure end of runway, 179' right of centerline, up to 81' AGL/90' MSL.

10266



#### **AVON PARK, FL**

AVON PARK EXECUTIVE (AVO)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: Rwy 5, 300-1 or std. w/min. climb of 430' per NM to 500.

NOTE: Rwv 5, trees beginning 219' from DER, 84' left of centerline, up to 100' AGL/284' MSL. Trees beginning 1007' from DER, 298' right of centerline, up to 100' AGL/ 289' MSL. Building 327' from DER, 431' right of centerline, 21' AGL/182' MSL. Rwy 10, buildings beginning 293' from DER, 251' left of centerline, up to 30' AGL/285' MSL. Line of trees beginning 298' from DER, 149' right to 229' left of centerline, up to 100' AGL/ 269' MSL. Rwy 23, trees beginning 52' from DER, 118' right of centerline, up to 26' AGL/186' MSL. Trees beginning 23' from DER, 93' left of centerline, up to 38' AGL/198' MSL. Power lines beginning 2691' from DER, 1019' left to 2034' right of centerline, up to 79' AGL/235' MSL. Rwy 28, numerous trees beginning 371' from DER, 218' right of centerline, up to 100' AGL/259' MSL. Buildings and light poles beginning 1491' from DER, 187' left of centerline, up to 40' AGL/194' MSL. Power pylons beginning 2082' from DER, 935' left to 252' right of centerline, up to 79' AGL/233' MSL.

#### BARTOW, FL

21 OCT 2010 to 18 NOV 2010

BARTOW MUNI (BOW)

ORIG 08157 (FAA)

NOTE: Rwy 5, trees beginning 816' from departure end of runway, 7' left of centerline, up to 79' AGL/198' MSL. Trees beginning 164' from departure end of runway, 9' right of centerline, up to 65' AGL/184' MSL. Rwy 9L, vehicles on roadway and trees beginning 16' from departure end of runway, 19' left of centerline, up to 55' AGL/174' MSL. Trees beginning 49' from departure end of runway, 54' right of centerline, up to 54' AGL/173' MSL. Rwy 9R, trees beginning 637' from departure end of runway, 113' left of centerline, up to 64' AGL/173' MSL. Trees beginning 1311' from departure end of runway, 253' right of centerline, up to 69' AGL/178' MSL Rwy 23, trees beginning 143' from departure end of runway, 87' left of centerline, up to 72' AGL/191' MSL Trees beginning 419' from departure end of runway, 33' right of centerline, up to 100' AGL/239' MSL. Rwy 27L, trees beginning 939' from departure end of runway, 644' left of centerline, up to 100' AGL/249' MSL. Trees beginning 2007' from departure end of runway, 517' right of centerline, up to 36' AGL/175' MSL. Tower 2880' from departure end of runway, 1015' left of centerline, 50' AGL/188' MSL. Rwy 27R, trees beginning 2433' from departure end of runway, 1069' left of centerline, up to 100' AGL/249' MSL. Vehicles on roadway, poles and multiple trees beginning 1179' from departure end of runway, 260' right of centerline, up to 100' AGL/249' MSL.

#### **BOCA RATON, FL**

**BOCA RATON** 

TAKE-OFF MINIMUMS: Rwy 23, 300-1, or std. w/a min. climb of 230' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: Rwy 5, numerous trees and poles beginning 185' from departure end of runway, 20' left of centerline, up to 35' AGL/49' MSL. Numerous trees and poles beginning 6' from departure end of runway, 267' right of centerline, up to 28' AGL/45' MSL. Rwy 23, numerous trees, poles, and buildings beginning 278' from departure end of runway, 41' left of centerline, up to 137' AGL/154' MSL. Numerous trees, poles and buildings beginning 626' from departure end of runway, 171' right of centerline, up to 154' AGL/171' MSL.

#### BONIFAY, FL

TRI COUNTY

DEPARTURE PROCEDURE: Rwys 1,19, climb runway heading to 2000 before turning west.

#### **BROOKSVILLE, FL**

HERNANDO COUNTY (BKV)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: Rwy 9, 300-114 or std. w/a min. climb of 220' per NM to 300, or alternatively, with standard takeoff minimums and a normal 2001/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: Rwy 3, obstruction light and trees beginning 297 from DER, 34' right of centerline, up to 81' AGL/151' MSL. Trees beginning 1681' from DER, 29' left of centerline, up to 83' AGL/153' MSL. Rwy 9, trees 9' from DER, 287' right of centerline, up to 69' AGL/73' MSL. Trees beginning 2021' left and right of centerline, up to 92' AGL/171' MSL. Rwy 21, pole and trees beginning 46' from DER, 27' right of centerline, up to 70' AGL/138' MSL. Building and trees beginning 108' from DER, 39' left of centerline, up to 85' AGL/155' MSL. Rwy 27, trees 2143' from DER, 891' left of centerline, up to 89' AGL/ 189' MSL. Trees 4755' from DER, 1684' right of centerline, up to 99' AGL/199' MSL.

#### CAPE CANAVERAL AFS SKID STRIP (KXMR)

COCOA BEACH, FL . . . . . . . . . 07046 DEPARTURE PROCEDURES: Rwv 13. diverse departure authorized, Cross DER at or above 20' AGL/29' MSL for Take Off Minima Standard with Climb Gradient 200 ft/NM, Rwv 31, diverse departure authorized 322° CCW to 143° only. TAKE-OFF OBSTACLES: Rwy 13, numerous trees 500' left and right of centerline beginning from DER and numerous trees left and right of centerline beginning 1100' from DER, up to 80' AGL/100' MSL. Rwv 31, light pole 1795' from DER, 498' left of centerline, 35' AGL/67' MSL. Trees 2042' from DER, 162' right of centerline, 45' AGL/72' MSL, Brush 500' from DER, 300' right of centerline, 18' AGL/48' MSL. Brush 144' from DER, 500' left of centerline, 8' AGL/38' MSL. Pylon 4347' from DER, 700' right of centerline, 61' AGL/135' MSL. Pylon 4534' from DER, 1069' right of centerline, 78' AGL/150' MSL. Terrain 101' to 500' left of DER, 17' MSL. Terrain 185' from DER, 138' to 585' right of centerline, 18' MSL. Trees 1031' from DER, 114' left of centerline, 45' AGL/70' MSL. Trees 3864' from DER, 393' left of centerline, 80' AGL/120' MSL. Trees 3760' from DER, 490' right of centerline, 80' AGL/120' MSL.

## CHARLOTTE AMALIE, ST. THOMAS, VI

CYRIL E. KING (STT) AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 10, 400-1 with minimum climb of 462' per NM to 1400 or 2100-21/2 for climb in visual conditions. Rwy 28, 800-3 or std. w/min. climb of 366' per NM to 1000.

DEPARTURE PROCEDURE: Rwy 10, climbing right turn heading 120° to 2000 before turning north or for climb in visual conditions, cross Cyril E King airport at or above 2000 before proceeding on course. Rwy 28, climb heading 280° to 2000 before turning north.

NOTE: Rwy 10, antenna on building 258' from departure end of runway, 485' left of centerline, 25' AGL/41' MSL, Multiple trees beginning 729' from departure end of runway, 244' right of centerline up to 100' AGL/259' MSL. Pole 300' from departure end of runway, 430' right of centerline, 23' AGL/39' MSL. Rwy 28, antenna 33' from departure end of runway, 412' left of centerline, 16' AGL/29'MSL. Bush 175' from departure end of runway, 178' right of centerline, 2' AGL/29' MSL. Bush 206' from departure end of runway, 121'left of centerline, 2' AGL/ 29' MSL. Trees beginning 2.39 NM from departure end of runway, 4351' right of centerline, 100' AGL/710' MSL.

#### CHRISTIANSTED, ST. CROIX, VI

HENRY F ROHI SEN

TAKE-OFF MINIMUMS: Rwy 10, 300-11/2 or std. w/a min. climb of 300' per NM to 300.

DEPARTURE PROCEDURE: Rwy 10, climb via heading 103° to 1300 before proceeding on course. Rwy 28, climb via heading 280° to 1100 before proceeding on

NOTE: Rwy 10, pole and bushes beginning 103' from departure end of runway, 283' right of centerline, up to 30' AGL/44' MSL. Bushes, trees, pole, elevator, strobe on elevator, obstruction light on stack, building, and refinery beginning 127' from departure end of runway, 324' left of centerline, up to 203' AGL/231' MSL, Rwv 28. tree 517' from departure end of runway, 553' right of centerline, 54' AGL/114' MSL. Tower 1499' from departure end of runway, 802' right of centerline, 50' AGL/140 MSL.

#### CLEWISTON, FL

AIRGLADES (2IS)

ORIG 09071 (FAA)

NOTE: Rwy 31, vehicle on road, 362' from DER, 578' right of centerline, 15' AGL/38' MSL.

#### CRESTVIEW, FL

BOB SIKES (CEW) ORIG 08213 (FAA)

NOTE: Rwy 17, trees beginning 92' from departure end of runway, 248' right of centerline up to 100' AGL/203' MSL. Trees beginning 171' from departure end of runway, 9' left of centerline, up to 100' AGL/205' MSL. Rwy 35, trees beginning 329' from departure end of runway, 222' right of centerline up to 100' AGL/272' MSL. Trees beginning 152' from departure end of runway, 184' left of centerline, up to 100' AGL/278' MSL.

#### CROSS CITY, FL

CROSS CITY (CTY) ORIG 08157 (FAA)

NOTE: Rwy 4, trees beginning 527' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL.Rwy 13, trees beginning 158' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Tank 3302' from departure end of runway, 927' right of centerline, 101' AGL/141' MSL. Rwy 22, trees beginning 1510' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL Powerlines 2807' from departure end of runway, 58' left of centerline, 73' AGL/114' MSL. Rwy 31, trees beginning 195' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL.

# $\overline{oldsymbol{V}}$ take-offminimums and (obstacle) departure procedures $\overline{oldsymbol{V}}$

#### CRYSTAL RIVER, FL

CRYSTAL RIVER (CGC)

ORIG 10098 (FAA)

TAKE-OFF MINIMUMS: Rwy 9, std. w/min. climb of 260' per NM to 600, or 500-234 with min. climb of 210' per NM to 900, or 900-21/2 for climb in visual conditions. Rwvs 18.36, NA-Environmental.

DEPARTURE PROCEDURE: Rwy 9, climb heading 096° to 700 before turning right, or for climb in visual conditions cross Crystal River airport at or above 800 before proceeding on course.

NOTE: Rwy 9, vehicles on road beginning 6' from DER, from left to right of centerline, up to 15' AGL/24' MSL Multiple trees beginning 364' from DER, from 680' left of centerline to 820' right of centerline, up to 100' AGL/ 129' MSL. Rwy 27, trees 17' from DER, 484' right of centerline, up to 100' AGL/109' MSL. Vehicles on road beginning 368' from DER, from left to right of centerline, up to 15' AGL/24' MSL. Power line beginning 474' from DER, from left to right of centerline, up to 26' AGL/45' MSL, Building 916' from DER, on centerline, 26' AGL/ 35' MSL. Multiple trees beginning 762' from DER, from 915' left of centerline to 641' right of centerline, up to 100' AGL/119' MSL.

#### DAYTONA BEACH, FL

DAYTONA BEACH INTL (DAB)

AMDT 4 09239 (FAA)

NOTE: Rwy7L, multiple trees beginning 1834' from DER, 646' right of centerline, up to 64' AGL/95' MSL Rwy7R, tower, trees beginning 1042' from DER, 413' right of centerline, up to 100' AGL/135' MSL, Hanger, multiple trees beginning 901' from DER, 55' left of centerline, up to 67' AGL/101' MSL. Rwy 16, multiple trees beginning 57' from DER, 19' left of centerline, up to 75' AGL/104' MSL. Multiple trees beginning 871' from DER, 3' right of centerline, up to 83' AGL/112' MSL. Rwy 25L, multiple trees beginning 123' from DER, 75' left of centerline, up to 80' AGL/109' MSL. Multiple trees and antenna beginning 1002' from DER, 85' right of centerline, up to 72' AGL/101' MSL. Rwy 25R, multiple trees, signs, and poles beginning 428' from DER, 38' right of centerline, up to 88' AGL/115' MSL. Multiple trees beginning 1254' from DER, 41' left of centerline. up to 84' AGL/108' MSL. Rwy 34, multiple trees, building and obstruction light beginning 1013' from DER, 90' left of centerline, up to 82' AGL/111' MSL. Multiple trees, beginning 1108' from DER, 6' right of centerline, up to 78' AGL/107' MSL.

#### **DEFUNIAK SPRINGS, FL**

**DEFUNIAK SPRINGS (54J)** 

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwy 9, 400-21/4 or std. w/ min. climb of 254' per NM to 800. Rwys 18,36, NA - dirt. NOTE: Rwy 9, multiple roads, railroad, building, fence, light on pole, poles, signs, towers and trees beginning 25' from DER, 1' left of centerline, up to 431' AGL/617' MSL. Multiple trees and roads beginning 71' from DER, 118' right of centerline, up to 74' AGL/343' MSL. Rwy 27, multiple trees, poles, fences, roads and building beginning 8' from DER, 39' left of centerline, up to 64' AGL/353' MSL. Multiple trees, poles, roads, buildings and light on pole beginning 82' from DER, 15' right of centerline, up to 53' AGL/342' MSL.

#### DELAND, FL

DELAND MUNI/SIDNEY H. TAYLOR FIELD

DEPARTURE PROCEDURE: Rwv 5. climb via heading 054° to 1800 before proceeding on course. Rwv 12. climb via heading 122° to 1800 before proceeding on course. Rwy 23, climb via heading 234° to 1800 before proceeding on course. Rwy 30, climb via heading 302° to 1800 before proceeding on course.

NOTE: Rwv 5. numerous trees beginning 64' from departure end of runway, 245' left of centerline, up to 100' AGL/143' MSL. Numerous trees beginning 869' from departure end of runway, 410' right of centerline, up to 100' AGL/154' MSL. Rwy 12, numerous trees beginning 154' from departure end of runway, 129' left of centerline. up to 100' AGL/153' MSL. Numerous trees beginning 456' from departure end of runway, 289' right of centerline, up to 100' AGL/162' MSL. Rwy 30, numerous trees beginning 624' from departure end of runway, 9' left of centerline, up to 100' AGL/156' MSL. Numerous trees beginning 159' from departure end of runway, 341' right of centerline, up to 100' AGL/162' MSL. Rwy 23, light pole and numerous trees beginning 381' from departure end of runway, 44' right of centerline, up to 100' AGL/132' MSL. Pole, building, vent on building, hangar, and trees beginning 164' from departure end of runway, 26' left of centerline, up to 100' AGL/129' MSL.

#### DESTIN, FL

DESTIN-FORT WALTON BEACH (DTS)

ORIG-A 10182 (FAA)

TAKE-OFF MINIMUMS: Rwy 14, 200-1 or std. w/min. climb of 252' per NM to 300.

DEPARTURE PROCEDURE: Rwy 14, climb runway heading to 400 before making turn.

NOTE: Rwy 14, trees beginning 175' from DER, 351' left of centerline, up to 50' AGL/71' MSL. Buildings/rods beginning 3753' from DER, 76' left of centerline, up to 150' AGL/176' MSL. Buildings/rods 261' from DER, 76' right of centerline, up to 129' AGL/139' MSL. Rwy 32, trees beginning 65' from DER, 14' left of centerline, up to 50' AGL/83' MSL. Buildings/poles beginning 240' from DER, 457' left of centerline, up to 30' AGL/54' MSL. Trees beginning 78' from DER, 17' right of centerline, up to 50' AGL/84' MSL.

#### DUNNELLON, FL

MARION COUNTY (X35) ORIG 10042 (FAA)

NOTE: Rwy 5, trees beginning 17' from DER, 279' left of centerline, up to 100' AGL/169' MSL. Trees beginning 481' from DER, 304' right of centerline, up to 100' AGL/ 179' MSL. Rwy 9, trees beginning 315' from DER, 281' right of centerline, up to 100' AGL/164' MSL. Trees beginning 693' from DER, 332' left of centerline, up to 100' AGL/164' MSL. Rwy 23, tree 705' from DER, 455' left of centerline, 100 AGL/164' MSL. Tree 2132' from DER, 212' right of centerline, 100' AGL/164' MSL. Rwy 27, trees beginning 354' from DER, 417' right of centerline, up to 100' AGL/174' MSL, Trees beginning 921' from DER, 273' left of centerline, up to 100' AGL/ 164'MSI

# $\overline{oldsymbol{V}}$ take-off minimums and (obstacle) departure procedures $\overline{oldsymbol{V}}$ 10266

#### FERNANDINA BEACH, FL

FERNANDINA BEACH MUNI (FHB) ORIG 09323 (FAA)

NOTE: Rwy 4, vehicles on roadway, beginning 443' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 573' from DER, 442' right of centerline, up to 100' AGL/114' MSL. Trees beginning 705' from DER, 484' left of centerline, up to 100' AGL/ 114' MSL. Rwy 8, trees beginning abeam DER, 402' right of centerline, up to 100' AGL/114' MSL. Trees beginning 221' from DER, 247' left of centerline, up to 100' AGL/114' MSL, Vehicles on roadway, 452' from DER, left and right of centerline, up to 15' AGL/34' MSL. Rwy 13, trees beginning 31' from DER, 323' right of centerline, up to 25' AGL/36' MSL, Vehicles on roadway. 403' from DER, left and right of centerline, up to 15 AGL/29' MSL. Trees beginning 432' from DER, 574' left of centerline, up to 100' AGL/119' MSL. Rwy 22, trees beginning 163' from DER, 503' right of centerline, up to 100' AGL/114' MSL. Rwy 26, trees beginning 279' from DER, 460' left of centerline, up to 74' AGL/79' MSL. Trees beginning 869' from DER, 331' right of centerline, up to 88' AGL/93' MSL. Rwy 31, tree 29' from DER, 458' left of centerline, 8' AGL/18' MSL. Trees beginning 518' from DER, 530' left of centerline, up to 91'AGL/96' MSL. Trees beginning 757' from DER, 563' right of centerline, up to 70' AGL/75' MSL, Trees beginning 1965' from DER, 170' left of centerline, up to 89' AGL/94' MSL.

#### FORT LAUDERDALE, FL

FORT LAUDERDALE-EXECUTIVE

DEPARTURE PROCEDURE: Rwy 26, climb heading 267° to 600 before turning left.

NOTE: Rwy 8, tree 1905' from departure end of runway, 482' right of centerline, 80' AGL/89' MSL. Building 4721' from departure end of runway, 47' right of centerline, 150' AGL/159' MSL. Rwy 13, hangar 252' from departure end of runway, 302' right of centerline, 29' AGL/39' MSL. Light pole 634' from departure end of runway, 354' left of centerline, 44' AGL/54' MSL. Tree 808' from departure end of runway, 166' right of centerline, 29' AGL/39' MSL. Tree 2237' from departure end of runway, 258' right of centerline, 91' AGL/101' MSL. Antenna on tower 5130' from departure end of runway, 1825' right of centerline, 137' AGL/147' MSL. Rwy 26, multiple trees beginning 2041' from departure end of runway, 256' left of centerline, up to 106' AGL/116' MSL. Six towers 2.3 NM from departure end of runway, 5031' left of centerline, 399' AGL/409' MSL, Rwv 31. multiple trees beginning 704' from departure end of runway, 263' right of centerline, up to 71' AGL/81' MSL.

#### FORT LAUDERDALE, FL (CON'T)

FORT LAUDERDALE-HOLLYWOOD INTL

DEPARTURE PROCEDURE: Rwv 9L, climb heading 093° to 500 before turning left. Rwy 13, climb heading 138° to 800 before turning right. Rwy 27L, climb heading 273° to 600 before turning left. Rwy 27R, climb heading 273° to 500 before turning left.

NOTE: Rwv 9L, railroad, light pole, and antenna on building beginning 469' from departure end of runway, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from departure end of runway, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from departure end of runway, 272' right of centerline, 55' AGL/59' MSL. Rwy 9R, light pole 545' from departure end of runway, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from departure end of runway, 396' left of centerline, 30' AGL/ 44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from departure end of runway, 133' right of centerline, up to 56' AGL/70' MSL. Rwy 13, multiple trees beginning 844' from departure end of runway, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from departure end of runway, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from departure end of runway, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from departure end of runway, 14' right of centerline, 42' AGL/ 56' MSL. Multiple trees and light poles beginning 563' from departure end of runway, 53' right of centerline, up to 81' AGL/95' MSL. Rwy 27L, fence 154' from departure end of runway, 120' left of centerline, 5' AGL/ 13' MSL. Road 212' from departure end of runway, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from departure end of runway, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees and towers beginning 221' from departure end of runway, 41' right of centerline, up to 105' AGL/114' MSL. Rwy 27R, antenna on building, road, railroad and sign beginning 262' from departure end of runway, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from departure end of runway, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from departure end of runway, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from departure end of runway, 848' right of centerline, up to 103' AGL/112' MSL, Rwv 31, rod on tower 299' from departure end of runway, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from departure end of runway, 458' left of centerline, 34' AGL/43' MSL. Road 3384' from departure end of runway, 711'left of centerline, 84'AGL/ 94' MSL. Multiple trees and poles beginning 1180' from departure end of runway, 405' right of centerline, up to 111'AGL/116'MSL.

# $\overline{m{V}}$ take-off minimums and (obstacle) departure procedures $\overline{m{V}}$

#### FORT MYERS, FL

PAGE FIELD (FMY) AMDT 5 09239 (FAA)

NOTE: Rwy 5, bush, train, and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL. Rwy 13, bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52' AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/ 87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. Obstruction light on building 829 from DER, 447' left of centerline, 34' AGL/48' MSL. Rwy 23, sign, concrete pole, obstruction light on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up to 36' AGL/49' MSL. Vehicles, concrete pole, obstruction light on pole, and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL. Rwy 31, concrete pole, power poles, light poles,

RWy 31, concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of centerline, up to 74' AGL/188' MSL.

#### SOUTHWEST FLORIDA INTL

NOTE: Rwy 6, trees beginning 1398' from departure end of runway, 582' left of centerline, up to 84' AGL/104' MSL. Trees beginning 1763' from departure end of runway, 860' right of centerline, up to 95' AGL/115' MSL. Rwy 24, tree 1692' from departure end of runway, 916' right of centerline, 78' AGL/98' MSL.

#### FORT PIERCE, FL

ST. LUCIE COUNTY INTL (FPR) AMDT 3 10014 (FAA)

TAKE-OFF MINIMUMS: Rwys 10L, 28R, NA-Environmental.

NOTE: Rwy10R, bush 91' from DER, 496' left of centerline, 11'AGL/31' MSL. Tree 1044' from DER, 458' right of centerline, 36' AGL/51' MSL. Trees beginning 1124' from DER, 332' left of centerline, up to 100' AGL/144' MSL. Rwy14, poles beginning 274' from DER, 385' right of centerline, up to 38' AGL/58' MSL. Trees beginning 963' from DER, 470' right of centerline, up to 61' AGL/81' MSL. Trees beginning 1082' from DER, 425' left of centerline, up to 49' AGL/69' MSL. Rwy 32, trees beginning 187' from DER, 153' right of centerline, up to 73' AGL/93' AGL/93' MSL. Trees beginning 1832' from DER, 133' left of centerline, up to 66' AGL/86' MSL.

#### GAINESVILLE, FL

GAINESVILLE RGNL

NOTE: Rwy7, multiple trees beginning 1397' from departure end of runway, 348' left of centerline, up to 99' AGL/229' MSL. Multiple trees beginning 1444' from departure end of runway, 144' right of centerline, up to 72' AGL/202' MSL. Rwy 11, multiple trees beginning 653' from departure end of runway, 438' right of centerline, up to 30' AGL/134' MSL. Tree 522' from departure end of runway, 402' left of centerline, 18' AGL/ 122' MSL. Rwy 25, tower and multiple trees beginning 2415' from departure end of runway, 9' left of centerline, up to 126' AGL/291' MSL. Obstruction light on localizer and multiple trees beginning 208' from departure end of runway, 463' right of centerline, up to 82' AGL/243' MSL. Rwy 29, multiple trees beginning 1279' from departure end of runway, 8' right of centerline, up to 76' AGL/233' MSL. Multiple trees beginning 2679' from departure end of runway, 366' left of centerline, up to 88' AGL/240'

## HOLLYWOOD, FL

NORTH PERRY (HWO) AMDT 3 09267 (FAA)

TAKE-OFF MINIMUMS: Rwys 9L/R, 18L/R,36L/R, NA

- ATC request.

DEPARTURE PROCEDURE: Rwys 27L/R, climb heading 274° to 1100 before turning.

NOTE: Rwy 27L, trees, building and poles beginning 37' from DER, 13' right of centerline, up to 102' AGL/112' MSL. Trees, building and poles beginning 1115' from DER, 28' left of centerline, up to 87' AGL/95' MSL. Rwy 27R, trees and poles beginning 17' from DER, 65' right of centerline, up to 82' AGL/90' MSL. Trees, poles, and building beginning 15' from DER, 28' left of centerline, up to 102' AGL/112' MSL.

#### HOMESTEAD ARB (KHST)

HOMESTEAD, FL (03331)

Departure headings 260°-350° not authorized. CAUTION: Unmarked and lighted balloon and cable to 14,000' in R-2916, 77 NM SW of arpt.

TAKE-OFF OBSTACLES: Rwy 5, 22' MSL (15' AGL) vehicle on road 1350' from departure end of rwy, from 150' left of centerline to 300' right of centerline. 38' MSL (31' AGL) aircraft at hold line 281' left of centerline. Rwy 23, 39' MSL (32' AGL) aircraft at hold short line at departure end of rwy, 300' right of centerline. 22' MSL (15' AGL) vehicle on road 1390' from departure end of rwy, from 520' left of centerline to 810' right of centerline.

#### HURLBURT FLD (KHRT)

MARY ESTHER. FL

TAKE-OFF OBSTACLES: Rwy 36: 85' AGL tree, 3140' from departure end of rwy, 707' right of centerline.



L6



#### IMMOKALEE, FL

IMMOKALEE RGNL (IMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: Rwy 18, 300-21/4 or std. with a min. climb of 221' per NM to 500, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1900' prior to DER.

NOTE: Rwy 9, tree 45' from DER, 438' right of centerline. 4' AGL/38' MSL. Trees beginning 1144' from DER, 312' left of centerline, up to 100' AGL/134' MSL, Rwv 18. buildings beginning 255' from DER, 475' left of centerline, up to 16' AGL/50' MSL, Tree 2844' from DER, 1235' right of centerline, 100' AGL/134' MSL Tower 1.7 NM from DER, 2984' right of centerline, 297' AGL/322' MSL. Rwy 27, fence 4' from DER, 473' right of centerline, 6' AGL/41' MSL. Trees beginning 187' from DER, 150' right of centerline, up to 40' AGL/79' MSL Vehicle on road beginning 669' from DER, 508' right of centerline, 15' AGL/54' MSL. Trees beginning 732' from DER, 231' left of centerline, up to 53' AGL/87' MSL. Pole 1223' from DER, 50' right of centerline, 35' AGL/70 MSL. Pole 1320' from DER, 258' left of centerline, 35' AGL/69' MSL. Rwy 36, trees beginning 192' from DER, 262' left of centerline, up to 22' AGL/61' MSL. Trees beginning 411' from DER, 173' right of centerline, up to 23' AGL/57' MSL.

#### ISLA DE VIEQUES. PR

ANTONIO RIVERA RODRIGUEZ (VQS) AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: Rwv 9. 500-21/4 w/ min. climb of 260' per NM to 900 or 1600-21/2 for climb in visual conditions. Rwy 27,500-21/2 w/min. climb of 280' per NM to 2700 or std, w/min, climb of 570 per NM to 1300 or 1600-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 9, climb heading 090° to 900 before proceeding on course or for climb in visual conditions, cross Antonio Rivera Rodriquez airport at or above 1500 before proceeding on course. Rwy 27, climb heading to 270° to 2700 before proceeding on course or for climb in visual conditions, cross Antonio Rivera Rodriquz airport at or above 1500 before proceeding on course.

NOTE: Rwy 9, vehicles on roadway beginning 26' from DER, left and right of centerline, up to 15' AGL/80' MSL. Trees beginning 70' from DER, 504' right of centerline. up to 100' AGL/165' MSL. Trees beginning 579' from DER, on centerline, up to 100' AGL/165' MSL. Trees beginning 1750' from DER, 956' right of centerline up to 100' AGL/493' MSL. Rwy 27, trees beginning 15' from DER, 225' left of centerline, up to 100' AGL/165' MSL. Trees beginning 16' from DER, 274' right of centerline, up to 100' AGL/165' MSL. Trees beginning 186' from DER, left and right of centerline, up to 100' AGL/165' MSL. Trees beginning 1206' from DER, 794' left of centerline, up to 100' AGL/493' MSL.

#### JACKSONVILLE, FL

CECIL FIELD

NOTE: Rwy 18L, tree 1499' from departure end of runway, 699' right of centerline, 34' AGL/113' MSL.

## CRAIG MUNI (CRG)

AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: Rwy 23, std. w/ min. climb of 360' per NM to 1500' or 1300' and 21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 5, climb heading 049° to 500 before proceeding on course.

Rwy 14, climb heading 139° to 700 before turning right. Rwy 23. for climb in visual conditions: Cross Craig Muni airport at or above 1200 before proceeding on course.

NOTE: Rwy 5, trees beginning 1617' from departure end of runway, 182' right of centerline, up to 99' AGL/143' MSL. Trees beginning 571' from departure end of runway, 113' left of centerline, up to 99' AGL/143' MSL Rwy 14, trees beginning 1848' from departure end of runway, 807' left of centerline, up to 89' AGL/128' MSL. Rwy 23, trees beginning 519' from departure end of runway, 510' left of centerline, up to 84' AGL/133' MSL Trees beginning 1601' from departure end of runway, 427' right of centerline, up to 69' AGL/119' MSL, Pole 1570' from departure end of runway, 580' left of centerline, 45' AGL/85' MSL, Rwv 32, trees beginning 194' from departure end of runway, 222' left of centerline, up to 54' AGL/101' MSL. Trees beginning 494' from departure end of runway, 104' right of centerline, up to 50' AGL/99'MSL.

#### **HERLONG**

DEPARTURE PROCEDURE: Rwy7, climb heading 060° to 800 before proceeding on course. Rwy 11, climb runway heading to 800 before proceeding on course.

#### JACKSONVILLE INTL

NOTE: Rwy7, bush 83' from departure end of runway, 262' right of centerline, 6' AGL/30' MSL. Multiple trees beginning 2737' from departure end of runway, 429' right of centerline, up to 89' AGL/118' MSL, Rwv 13, electrical equipment 79' from departure end of runway, 292' left of centerline, 3' AGL/27' MSL. Multiple trees beginning 1761' from departure end of runway, 563' left of centerline, up to 100' AGL/121' MSL. Multiple trees beginning 899' from departure end of runway, 151' right of centerline, up to 102' AGL/121' MSL. Pole 755' from departure end of runway, 700' left of centerline, 33' AGL/ 52' MSL. Rwy 25, multiple trees beginning 2341' from departure end of runway, 793' right of centerline, up to 80' AGL/102' MSL. Rwy 31, tree 2816' from departure end of runway, 691' left of centerline, 83' AGL/102' MSL. Multiple trees beginning 2227' from departure end of runway, 576' right of centerline, up to 89' AGL/108' MSL.

#### JACKSONVILLE NAS (TOWERS FIELD)(KNIP)

DEPARTURE PROCEDURES: Rwy 10, Diverse departures only between 095° through 275° CW. Rwy 14, Diverse departures only between 095° through 320° CW. Rwy 32, Diverse departures only between 351° through

141°CCW. TAKE-OFF OBSTACLES: Rwy 28: Pole 1064' from DER, 782' left of centerline, 65' MSL. Rwy 32: Trees 222' from DER, 241' right of centerline, 56' MSL. Trees 430' from DER, 226' right of centerline, 46' MSL. Trees 680' from DER, 530' right of centerline, 59' MSL. Pole 750' from DER, 559' right of centerline, 67' MSL, Road and vehicle 769' from DER at Rwy centerline, 35' MSL. Trees 819' from DER, 642' left of centerline, 84' MSL, Pole 872' from DER, 285' left of centerline, 59' MSL. Trees 945' from DER, 137' left of centerline, 77' MSL. Trees 1048' from DER, 98' right of centerline, 72' MSL. Trees 1081' from DER, 185' right of centerline, 48' MSL. Trees 1317' from DER, 366' left of centerline, 94' MSL, Trees 1547' from DER, 421' left of centerline, 104' MSL, Trees 1737' from DER, 131' left of centerline, 108' MSL, Trees 1907' from DER, 462' left of centerline, 128' MSL, Trees 2037' from DER, 321' left of centerline, 130' MSL. Trees 2497' from DER, 561' left of centerline, 133' MSL. Tower 2744' from DER, 616' left of centerline, 87' MSL.

#### KEY WEST, FL

21 OCT 2010 to 18 NOV 2010

KEY WEST INTL

DEPARTURE PROCEDURE: Rwys 9, 27, climb on a heading between 087° clockwise to 033° from departure end of runway to avoid R-2916 and unmarked tethered baloon up to 14000 MSL.

NOTE: Rwy 9, rod on antenna, dome on building, poles, and numerous trees beginning 38' from departure end of runway, 199' right of centerline, up to 75' AGL/82' MSL. Obstruction light on building, pole, and numerous trees beginning 4' from departure end of runway, 220' left of centerline, up to 38' AGL/45' MSL. Rwy 27, pole and numerous trees beginning 27' from departure end of runway, 116' right of centerline, up to 83' AGL/90' MSL. Numerous bushes and trees beginning 202' from departure end of runway, 78' left of centerline, up to 37' AGL/44' MSL.

#### **KEY WEST NAS(BOCA CHICA FLD)** (KNQX)

KEY WEST, FL. . . . . . . DEPARTURE PROCEDURE: Rwy 3, Cross DER at or above 25' AGL/31' MSL. Diverse departures authorized between 028° CCW 216°. Left turn to departure heading only. Rwy 7, Diverse departures authorized 087° CW 257°. Crossing DER climb on heading 065° until reaching 3 DME from NQX TACAN, then turn right to departure heading. Other headings and left turns on departure expect radar vectors. Do not exceed 310 KIAS until established on heading or receiving radar vectors. If no vectors are received within 6 DME of NQX TACAN or 12 DME of EYW VORTAC, make climbing right turn direct EYW VORTAC for enroute aircraft and NQX TACAN for military aircraft intending use of local special use airspace. Turboprop cross VORTAC or TACAN at or above 3000, Turbojet cross VORTAC or TACAN at or above 5000. Do not exceed 310 KIAS until crossing VORTAC or TACAN. Rwy 13, Diverse departures authorized 084° CW 315°. Rwy 21, Diverse departures authorized 084° CW 315°, Rwv 25, Diverse departures authorized 084° CW 315°. Rwy 31, Diverse departures authorized 035° CCW 084°.

TAKE-OFF OBSTACLES: Rwy 3, Mast 58' AGL/63' MSL, 1374' from DER, 323' left of centerline. Rwy 31, Bldg 39' AGL/43' MSL, 1058' from DER, 558' right of centerline. Pole 54' AGL/58' MSL, 1551' from DER, 474' right of centerline.

#### KEYSTONE HEIGHTS, FL

KEYSTONE AIRPARK (42J) ORIG 09015 (FAA)

NOTE: Rwy 5, trees beginning 363' from departure end of runway, 503' left of centerline, up to 100' AGL/309' MSL. Trees beginning 1165' from departure end of runway, 331' right of centerline, up to 100' AGL/309' MSL. Rwy 11, trees beginning 995' from departure end of runway, on centerline, up to 100' AGL/309' MSL Rwy 23, trees beginning 375' from departure end of runway, on centerline, up to 87' AGL/257' MSL. Powerlines beginning 2436' from departure end of runway, 24' right of centerline, up to 100' AGL/279' MSL. Rwy 29, trees beginning 0' from departure end of runway, 263' right of centerline, up to 100' AGL/289' MSL. Trees beginning 563' from departure end of runway, on centerline, up to 100' AGL/289' MSL. Powerlines beginning 3048' from departure end of runway, 122' left of centerline, up to 100' AGL/279' MSL.

# $\overline{oldsymbol{V}}$ take-off minimums and (obstacle) departure procedures $\overline{oldsymbol{V}}$

# LA BELLE. FL

LA BELLE MUNI (X14)

ORIG 08045 (FAA)

NOTE: Rwv 14. vehicles on roadway, beginning 98' from departure end of runway, 483' left of centerline, up to 15' AGL/39' MSL. Trees beginning 70' from departure end of runway, 357' right of centerline, up to 100' AGL/124' MSL. Poles and trees beginning 305' from departure end of runway, 157' left of centerline, up to 40' AGL/94' MSL. Building 562' from departure end of runway, 238' left of centerline, 14' AGL/38' MSL. Poles and trees beginning 745' from departure end of runway, 93' right of centerline, up to 40' AGL/60' MSL. Rwy 32, airplanes on taxiway beginning 18' from departure end of runway, 130' left of centerline, up to 12' AGL/31' MSL. Trees beginning 35' from departure end of runway, 135' right of centerline, up to 100' AGL/119' MSL. Trees beginning 61' from departure end of runway, 6' left of centerline, up to 100' AGL/119 MSL. Vehicle on roadway beginning 136 from departure end of runway, 450' right of centerline, up to 15' AGL/34' MSL. Building 446' from departure end of runway, 214' right of centerline, 18' AGL/37' MSL. Pole 1578' from departure end of runway, 789' left of centerline, 43' AGL/62' MSL.

#### LAKE CITY, FL

LAKE CITY MUNI

TAKE-OFF MINIMUMS: Rwy 28, 300-1 or std. with a min. climb of 330' per NM to 500.

#### LAKE WALES, FL

LAKE WALES MUNI (X07) ORIG 08325 (FAA)

NOTE: Rwy 6, trees beginning 1403' from departure end of runway, 165' left of centerline, up to 100' AGL/229' MSL. Trees beginning 2739' from departure end of runway, 899' right of centerline, up to 100' AGL/234' MSL. Rwy 17, trees beginning 534' from departure end of runway, 642' right of centerline, up to 100' AGL/224' MSL. Rwy 24, trees beginning 2462' from departure end of runway, 836' left of centerline, up to 100' AGL/224' MSL. Rwy 35, trees beginning 2567' from departure end of runway, 468' left of centerline, up to 100' AGL/234' MSL. Buildings beginning 691' from departure end of runway, 1' right of centerline up to 74' AGL/205' MSL.

#### LAKELAND, FL

LAKELAND LINDER RGNL

NOTE: Rwy 5, trees 720' from departure end of runway, 49' right of centerline, up to 47' AGL/191' MSL. Trees 869' from departure end of runway, 219' left of centerline, up to 39' AGL/183' MSL. Rwy 9, trees 423' from departure end of urnway, 53' right of centerline, up to 68' AGL/212' MSL. Trees 590' from departure end of runway, 185' left of centerline, up to 66' AGL/210' MSL Rwy 27, trees 70' from departure end of runway, 75' left of centerline, up to 78' AGL/207' MSL. Pole 383' from departure end of runway, 476' left of centerline, 16' AGL/ 155' MSL. Trees 1795' from departure end of runway, 116' right of centerline, up to 76' AGL/205' MSL.

#### LEESBURG, FL

LEESBURG INTL (LEE) AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwy 3, 400-2 1/4 or std. w/ min. climb of 272' per NM to 600.

NOTE: Rwy 3, tower 1.78 NM from DER, 2631'left of centerline, 310' AGL/382' MSL. Sign and trees beginning 187' from DER, 259' left of centerline, up to 72' AGL/150' MSL. Poles and trees beginning 62' from DER, 209' right of centerline, up to 63' AGL/96' MSL. Blast fence 78' from DER, on centerline, 11' AGL/85' MSL. Vehicle on road 176' from DER, 2' left to right of centerline, 17' AGL/96' MSL. Rwy 13, trees beginning 265' from DER, 365' left of centerline, up to 86' AGL/ 150' MSL. Trees beginning 181' from DER, 370' right of centerline, up to 76' AGL/140' MSL. Vehicle on road 237' from DER 548' right to left of centerline 15' AGL/ 80' MSL. Rwy 21, tree 3614' from DER, 126' right of centerline, 109' AGL/82' MSL. Trees beginning 776' from DER, 202' left of centerline, up to 115' AGL/179' MSL. Vehicle on road 75' from DER, 390' left of centerline, 15' AGL/82' MSL. Rwy 31, poles and trees beginning 62' from DER, 265' left of centerline, up to 70' AGL/159' MSL. Poles and trees beginning 532' from DER, 104' right of centerline, up to 100' AGL/204' MSL. Vehicle on road 822' from DER, 682' right to left of centerline, 17' AGL/101' MSL. Building 1791' from DER, 85' right of centerline, 36' AGL/125' MSL.

## MACDILL AFB (KMCF)

TAKE-OFF OBSTACLES: Rwy 4; Palm tree 60' AGL/ 73' MSL 2134' from DER, 961' left of centerline. Pylon 71' AGL/101' MSL 3961' from DER, 166' left of centerline.



MARATHON, FL

THE FLORIDA KEYS MARATHON (MTH) AMDT 1 07354 (FAA)

DEPARTURE PROCEDURE: Rwy 7, climbing right turn direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course. Rwy 25, climb direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course.

NOTE: Rwy7, trees beginning 337' from departure end of runway, 324' right of centerline, up to 74' AGL/81' MSL, bush 166' from departure end of runway, 323' right of centerline, 9' AGL/16' MSL, pole 726' from departure end of runway, 589' right of centerline, 39' AGL/46' MSL, rod on obstruction light 1404' from departure end of runway, 655' right of centerline, 55' AGL/62' MSL, transmission pole 2360' from departure end of runway, 1029' right of centerline, 89' AGL/96' MSL, rod on obstruction light antenna 3366' from departure end of runway, 1010' right of centerline, 136' AGL/143' MSL, antenna 3270' from departure end of runway, 1253' right of centerline, 121' AGL/128' MSL, tower 3427' from departure end of runway, 1033' right of centerline, 115' AGL/121' MSL, trees beginning 242' from departure end of runway, 99' left of centerline, up to 75' AGL/82' MSL, antennas 1660' from departure end of runway, 371' left of centerline, up to 86' AGL/93' MSL, pole 876' from departure end of runway, 468' left of centerline, 39' AGL/46' MSL, concrete pole 1391' from departure end of runway, 534' left of centerline, 51' AGL/58' MSL. Pole 1441' from departure end of runway, 586' right of centerline, 55' AGL/62' MSL, Rwv 25, trees beginning 122' from departure end of runway, 224' right of centerline, up to 65' AGL/72' MSL, poles beginning 702' from departure end of runway, 470' right of centerline, up to 37' AGL/44' MSL, antenna 1752' from departure end of runway, 135' right of centerline, 49' AGL/56' MSL, trees beginning 223' from departure end of runway, 324' left of centerline, up to 66' AGL/73' MSL, rod on obstruction light antenna beginning 2353' from departure end of runway, 22' right of centerline, up to 138' AGL/145' MSL, antenna 2953' from departure end of runway, 745' left of centerline, 75' AGL/82' MSL, transmission pole 1545' from departure end of runway, 693' left of centerline, 60' AGL/67' MSL.

#### MARCO ISLAND, FL

MARCO ISLAND (MKY) AMDT 2 09351 (FAA)

> DEPARTURE PROCEDURE: Rwy 35, climb heading 005° to 700 before turning west, CAUTION: Strobelight and unmarked balloon on cable to 14000' in R-2916, 78 NM south of Marco Island. All aircraft should establish positive course guidance to ensure avoidance of this

NOTE: Rwy 17, trees beginning 79' from DER, left and right of centerline, up to 48' AGL/52' MSL, Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL. Rwy 35, antenna 11' from DER, 384' left of centerline, 53' AGL/ 57' MSL. Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL. Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL.

#### MARIANNA, FL

MARIANNA MUNI (MAI)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv 18, 300-1% or std. w/min. climb of 222' per NM to 400.

NOTE: Rwy 8, trees beginning 2518' from DER, 1016' right of centerline, up to 100' AGL/219' MSL. Rwy 18, trees beginning 57' from DER, 275' right of centerline, up to 100' AGL/279' MSL. Trees beginning 1241' from DER, 366' left of centerline, up to 100' AGL/209' MSL. Rwy 26, trees beginning 3180' from DER, 1278' right of centerline, up to 100' AGL/209' MSL. Rwy 36, trees beginning 2230' from DER, 1003' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2352' from DER, 1007' right of centerline, up to 100' AGL/209' MSL.

#### MAYAGUEZ, PR

#### EUGENIO MARIA DE HOSTOS

TAKE-OFF MINIMUMS: Rwy 9, 1400-3 or std. with a min. climb of 500' per NM to 1400.

DEPARTURE PROCEDURE: Rwy 9, climb via MAZ R-083 to 2500, aircraft northeastbound on G633 continue climb on course. All others turn left direct MAZ VOR/ DME before proceeding on course. Rwy 27, climb via MAZ R-277 to 1500. Aircraft westbound on G633 continue climb on course. All others climbing right turn direct MAZ VOR/DME so as to cross at or above MEA for direction of flight.

## MAYPORT NS (ADM DAVID L. MC DONALD FLD)(KNRB)

TAKE-OFF OBSTACLES: Rwv 5. Vessels with masts to 150' MSL, 500' to 2900' from DER. Rwy 23, Vessels with masts to 150' MSL, 1600' right of rwy centerline to 4000' from DER.

#### MELBOURNE, FL

MELBOURNE INTL

NOTE: Rwy 5, multiple trees 1584' from departure end of runway, 222' left of centerline, up to 43' AGL/64' MSL. Rwy 9L, tree 108' from departure end of runway, 479' left of centerline, 25' AGL/62' MSL. Rwy 9R, multiple trees 1855' from departure end of runway, 434' left of centerline, up to 43' AGL/73' MSL. Tree 1332' from departure end of runway, 434' right of centerline, 36 AGL/56' MSL. Rwy 23, bush 20' from departure end of runway, 217' right of centerline, 8' AGL/33' MSL, tower 6034' from departure end of runway, 750' right of centerline, 152' AGL/177' MSL, Multiple trees beginning 284' from departure end of runway, 121' left of centerline, up to 47' AGL/72' MSL. Rwy 27R, multiple trees beginning 543' from departure end of runway, 169' left of centerline, up to 51' AGL/81' MSL. Multiple trees beginning 1202' from departure end of runway, 114' right of centerline, up to 58' AGL/88' MSL.

#### MERRITT ISLAND, FL

MERRITT ISLAND

NOTE: Rwy 29, rod on airport beacon obstruction light, 138' from departure end of runway, 514' right of centerline, 61' AGL/67' MSL; pole, 82' from departure end of runway, 403' left of centerline, 34' AGL/40' MSL; pole, 468' from departure end of runway, 508' right of centerline, 37' AGL/ 43'MSL; hangar, 221'from departure end of runway, 278' right of centerline, 22' AGL/28' MSL; pole 490' from departure end of runway, 306' left of centerline, 28' AGL/34' MSL; tree, 987' from departure end of runway, 476' left of centerline, 40' AGL/46' MSL; tree 1287' from departure end of runway, 432' left of centerline, 47' AGL/53' MSL; tree 1415' from departure end of runway, 560' left of centerline, 48' AGL/54' MSL; building, 556' from departure end of runway, 530' right of centerline, 25' AGL/ 31'MSL; tree, 1654' from departure end of runway, 464' right of centerline, 48' AGL/54' MSL; obstruction light on windsock, 551' from departure end of runway, 234' right of centerline, 19' AGL/25' MSL; pole, 1306' from departure end of runway, 259' right of centerline, 37' AGL/43' MSL; building, 429' from departure end of runway, 436' right of centerline, 15' AGL/21' MSL; tree, 1953' from departure end of runway, 524' left of centerline, 49' AGL/55' MSL.

#### MIAMI, FL

21 OCT 2010 to 18 NOV 2010

KENDALL-TAMIAMI EXECUTIVE (TMB) AMDT 8 09295 (FAA)

DEPARTURE PROCEDURE: Rwy 9L, climb heading 093° to 800 before turning right. Rwy 9R, climb heading 093° to 900 before turning right. Rwy 13, climb heading 133° to 1400 before turning right. Rwy 27L, climb heading 273° to 1400 before turning left. Rwy 27R, climb heading 273° to 1300 before turning left. Rwy 31, climb heading 313° to 900 before turning left.

NOTE: Rwy 9L, trees beginning 1731' from DER, 717' left of centerline, up to 100' AGL/119' MSL. Tree 3013' from DER, 687' right of centerline, 100' AGL/119' MSL. Rwy 9R, signs beginning 35' from DER, 182' left of centerline, up to 3' AGL/11' MSL. Trees beginning 1296' from DER, 516' left of centerline, up to 100' AGL/119' MSL. Tree 2712' from DER, 1185' right of centerline, 100' AGL/119' MSL Rwv 13, tree 1100' from DER, 764' right of centerline. 100' AGL/119' MSL. Pole 1249' from DER, 588' right of centerline, 56' AGL/70' MSL. Rwy 27L, transmission towers beginning 1858' from DER, 910' left of centerline, up to 72' AGL/82' MSL. Tree 2106' from DER, 998' right of centerline, 100' AGL/119' MSL. Rwy 27R, trees beginning 149' from DER, 352' right of centerline, up to 100' AGL/119' MSL. Obstruction light on tower 372' from DER, 458' right of centerline, 54' AGL/64' MSL. Obstruction light antenna 385' from DER, 450' right of centerline, 49' AGL/59' MSL. Rwy 31, trees beginning 163' from DER, 410' left of centerline, up to 100' AGL/119' MSL. Tree 3583' from DER, 360' right of centerline, 100' AGL/119'MSL.

#### MIAMI, FL (CON'T)

MIAMIINTI

TAKE-OFF MINIMUMS: Rwy 8L, 300-11/4 or std. w/min. climb of 382' per NM to 300. Rwy 9, std. w/min. climb of 233' per NM to 1200.

DEPARTURE PROCEDURE: Rwvs 8L/R. climb heading 092° to 1000 before turning right. Rwy 12, climbing right turn to intercept DHP VORTAC R-125 to 1100 before turning left.

NOTE: Rwy 8L, building 3391' from departure end of runway, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from departure end of runway, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from departure end of runway, 691' left of centerline, up to 150' AGL/164' MSL. Rwy 8R, tree 4064' from departure end of runway, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from departure end of runway, 194' left of centerline, up to 85' AGL/98' MSL Rwy 9, light 1232' from departure end of runway, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from departure end of runway, 438' right of centerline, 21' AGL/30' MSL. Rwy 12, railroad beginning 4' from departure end of runway, 356' right of centerline, 23 AGL/28' MSL. Building and tree beginning 1064' from departure end of runway, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from departure end of runway, 345' left of centerline, 21' AGL/30' MSL. Rwy 26L, tower and multiple trees beginning 1306' from departure end of runway, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from departure end of runway, 568' left of centerline, up to 61' AGL/75' MSL. Rwy 26R, tower, building, multiple light poles and trees beginning 741' from departure end of runway, 1' right of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from departure end of runway, 5' left of centerline, up to 34' AGL/48' MSL. Rwy 27, railroad, tree and multiple light poles beginning 750' from departure end of runway, 94' left of centerline, up to 62' AGL/76' MSL. Rwy 30, pole, multiple towers and trees beginning 1414' from departure end of runway, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from departure end of runway, 785' left of centerline, 52' AGL/66' MSL.

#### MIAMI, FL (CON'T)

OPA-LOCKA EXECUTIVE (OPF)

AMDT 8 09211 (FAA)

TAKE-OFF MINIMUMS: Rwv 9R, 300-1 or std. w/min. climb of 365' per NM to 300.

DEPARTURE PROCEDURE: Rwy 9L, climb heading 089° to 1200 before turning north. Rwy 9R, climb heading 089° to 1000 before turning north. Rwy 12, climb heading 124° to 600 before turning north.

Rwy 27R, climb heading 269° to 500 before turning north.

NOTE: Rwy 9L, fence 48' from DER, 497' left of centerline, 7' AGL/17' MSL. Trees 3246' from DER, 885' right of centerline, 78' AGL/92' MSL. Rwy 9R, pole 1438' from DER, 737' right of centerline, 31' AGL/45' MSL. Trees beginning 1947' from DER, 366' left of centerline, up to 89' AGL/103' MSL. Tower 3832' from DER, 729' left of centerline, 165' AGL/181' MSL, Rwv 12, trees 1558' from DER, 610' right of centerline, 49' AGL/63' MSL. Trees 3564' from DER, 922' left of centerline, 100' AGL/ 109' MSL. Rwy 27L, poles beginning 1318' from DER, 258' left of centerline, up to 37' AGL/51' MSL. Trees 1781' from DER, 756' left of centerline, 100' AGL/109' MSL. Rwy 27R, trees 1127' from DER, 745' right of centerline, 72' AGL/86' MSL. Trees 1449' from DER, 312' left of centerline, 32' AGL/46' MSL. Trees 4225' from DER, 229' right of centerline, 100' AGL/114' MSL. Rwy 30, tree 1370' from DER, 437' left of centerline, 32' AGL/46' MSL. Trees beginning 1711' from DER, 614' right of centerline, up to 100' AGL/109' MSL. Towers beginning 2542' from DER 565' right of centerline, up to 100'AGL/105'MSL.

#### MILTON, FL

21 OCT 2010 to 18 NOV 2010

PETER PRINCE FIELD (2R4) ORIG-A 10182 (FAA)

NOTE: Rwv 18. trees beginning 102' from DER. 51' left of centerline, up to 93' AGL/163' MSL. Trees beginning 1014' from DER, 13' right of centerline, up to 83' AGL/ 153' MSL. Pole 711' from DER, 164' left of centerline, 40' AGL/106' MSL. Poles beginning 766' from DER, 68' right of centerline, 40' AGL/109' MSL. Railroad 572' from end of runway, 23' AGL/110' MSL. Road 549' from DER, 17' AGL/94' MSL. Rwy 36, trees beginning 27' from DER, 329' left of centerline up to 45' AGL/101 MSL. Trees beginning 40' from DER, 98' right of centerline, up to 30' AGL/90' MSL.

#### NAPLES. FL

NAPLES MUNI (APF) AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: Rwy 14, climb heading 137° to 600 before turning left.

NOTE: Rwy 5, trees beginning 92' from DER, left and right of centerline, up to 82' AGL/92' MSL. Tanks 1308' from DER, 293' left of centerline, up to 34' AGL/44' MSL. Rwy 14, trees beginning 97' from DER, left and right of centerline, up to 101' AGL/108' MSL. Rwy 23, trees beginning 126' from DER, left and right of centerline, up to 66' AGL/70' MSL. Rwy 32, trees beginning 339' from DER, left and right of centerline, up to 119' AGL/123'

#### NASA SHUTTLE LANDING FACILITY (KTTS)

TITUSVILLE, FL

Rwv 15. Climb rwv heading to 800 before turning

#### NEW SMYRNA BEACH, FL

NEW SMYRNA BEACH MUNI

NOTE: Rwy 2, tree 1271' from departure end of runway, 628' left of centerline, 85' AGL/93' MSL, tree 1816' from departure end of runway, 585' right of centerline, 48' AGL/56' MSL. Rwy 7, transmission tower 348' from departure end of runway, 348' right of centerline, 43' AGL/51'MSL, transmission tower 1832' from departure end of runway, 150' left of centerline, 53' AGL/61' MSL. Rwy 11, tree 509' from departure end of runway, 499' left of centerline, 53' AGL/61' MSL, tree 1420' from departure end of runway, 485' right of centerline, 54' AGL/62' MSL. Rwy 20, tree 542' from departure end of runway, 397' right of centerline, 71' AGL/80' MSL, tree 1345' from departure end of runway, 322' left of centerline, 72' AGL/81' MSL. Rwy 25, tree 1674' from departure end of runway, 104' left of centerline, 90' AGL/ 100' MSL, tree 1835' from departure end of runway, 158' right of centerline, 86' AGL/96' MSL. Rwy 29, tree 1853' from departure end of runway, 197' left of centerline, 90' AGL/100' MSL, tree 1535' from departure end of runway. 394' right of centerline, 76' AGL/86' MSL.

#### MASSEY RANCH AIRPARK (X50) ORIG 09323 (FAA)

NOTE: Rwy 18, trees beginning 132' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, left and right of centerline, up to 15' AGL/29' MSL. Power line, 2358' from DER, right and left of centerline, up to 100' AGL/ 109' MSL. Rwy 36, trees beginning 300' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, 156' right of centerline, up to 15' AGL/29' MSL, Building 962' from DER, 167' right of centerline, 33' AGL/45' MSL, Tower 5101'from DER, 401' right of centerline, 152' AGL/162' MSL.

#### OCALA, FL

OCALA INTL-JIM TAYLOR FLD (OCF) ORIG 09015 (FAA)

DEPARTURE PROCEDURE: Rwy 8, climb heading 069° to 500 before proceeding on course.

NOTE: Rwy 18, trees beginning 316' from departure end of runway, 527' right of centerline, up to 30' AGL/106' MSL. Rwy 26, trees beginning 83' from departure end of runway, 255' left of centerline, up to 100' AGL/204' MSL. Trees beginning 272' from departure end of runway, 10' right of centerline, up to 100' AGL/194' MSL. Rwy 36, taxiing aircraft, 43' from departure end of runway, 305' right of centerline, up to 10' AGL/94' MSL. Trees beginning 196' from departure end of runway, 500' left of centerline, up to 70' AGL/164' MSL. Trees beginning 2668' from departure end of runway, 305' right of centerline, up to 70' AGL/162' MSL.



## ORLANDO, FL

**EXECUTIVE (ORL)** 

AMDT 3A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwy 25, 500-21/2 or std. with a min, climb of 260' per NM to 700.

DEPATURE PROCEDURE: Rwy 31, climb heading 314° to 600 before turning left.

NOTE: Rwy7, numerous trees beginning 194' from departure end of runway, 542' right of centerline, up to 114'AGL/132'MSL. Rwy 13, numerous trees and poles beginning 824' from departure end of runway, 126' right of centerline, up to 119' AGL/173' MSL. Pole 1275' from departure end of runway, 502' left of centerline, 119' AGL/ 160' MSL. Rwy 25, building 2 NM from departure end of runway, 4195' right of centerline, 439' AGL/547' MSL, Numerous trees beginning 1318' from departure end of runway, 277' right of centerline, up to 119' AGL/191 MSL. Tree 1823' from departure end of runway, 582' left of centerline, 109' AGL/156' MSL. Rwy 31, numerous poles and trees beginning 828' from departure end of runway, 392' right of centerline, up to 109' AGL/139' MSL. Numerous poles, trees, and antenna beginning 948' from departure end of runway, 229' left of centerline, up to 104' AGL/161' MSL.

#### KISSIMMEE GATEWAY

TAKE-OFF MINIMUMS: Rwv 6, 300-1.

#### ORLANDO INTL (MCO) AMDT 1 08269 (FAA)

NOTE: Rwy 17L, multiple trees beginning 1073' from departure end of runway, 23' left of centerline, up to 84' AGL/151'MSL. Rwy 17R, tree 1784' from departure end of runway, 965' right of centerline, 74' AGL/138' MSL. Rwy 35L, light and bush beginning 134' from departure end of runway, 456' left of centerline, up to 84' AGL/129' MSL. Rwy 35R, multiple trees beginning 2164' from departure end of runway, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from departure end of runway, 4' left of centerline, up to 89 AGL/172' MSL. Rwy 36L, light on sign 1063' from departure end of runway, 775' right of centerline, 94' AGL/123' MSL, Rwv 36R, multiple trees beginning 1365' from departure end of runway, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from departure end of runway, 726' left of centerline, 94' AGL/123' MSL.

#### ORLANDO, FL(CON'T)

ORLANDO SANFORD INTL (SFB)

AMDT 9 08269 (FAA)

DEPARTURE PROCEDURE: Rwv 27L, climb heading 275° to 800 before proceeding northbound, Rwy 27C. climb heading 275° to 900 before proceeding northbound. Rwy 27R, climb heading 275° to 900 before proceeding northbound. Rwy 36, climb heading 005° to 2000 before proceeding on course.

NOTE: Rwy 9L, trees beginning 197' from departure end of runway, 25' left of centerline up to 55' AGL/79' MSL. Pole 2277' from departure end of runway, 12' left of centerline 32' AGL/61' MSL. Trees beginning 956' from departure end of runway, 280' right of centerline 65' AGL/90' MSL. Rwv 9C. bush 162' from departure end of runway, 276' left of centerline 8' AGL/57' MSL. Tree 2305' from departure end of runway, 90' right of centerline up to 81' AGL/111' MSL. Rwv 9R. utilities beginning 430' from departure end of runway, 206' left of centerline up to 36' AGL/55' MSL. Trees beginning 986' from departure end of runway, 13' left of centerline up to 52' AGL/71' MSL. Post 1' from departure end of runway, 277' left of centerline 6' AGL/25' MSL. Utilities beginning 430' from departure end of runway, 109' right of centerline up to 36' AGL/55' MSL. Tree 1078' from departure end of runway, 463' right of centerline 34' AGL/53' MSL. Rwy 27L, trees beginning 2733' from departure end of runway, 260' left of centerline up to 72' AGL/131'MSL. Fence 229' from departure end of runway, 16' right of centerline 12' AGL/51' MSL. Rwy 27C. tower 2341' from departure end of runway, 544' left of centerline 128' AGL/185' MSL. Rod on obstruction light tower 2,364' from departure end of runway, 551' left of centerline 125' AGL/184' MSL. Rwy 27R, tower 3434' from departure end of runway, 1332' left of centerline 115' AGL/171' MSL. Pole 1378' from departure end of runway, 790' left of centerline 37' AGL/96' MSL. Trees beginning 1355' from departure end of runway, 147' left of centerline up to 71' AGL/120' MSL. Antenna on building 130' from departure end of runway, 440' right of centerline 18' AGL/67' MSL. Trees beginning 1453' from departure end of runway, 179' right of centerline up to 63' AGL/112' MSL.

#### ORMOND BEACH, FL

ORMOND BEACH MUNI (OMN) ORIG 09211 (FAA)

NOTE: Rwy 8, trees beginning 8' from DER, left and right of centerline, up to 100' AGL/124' MSL. Rwy 26, trees beginning 20' from DER, left and right of centerline, up to 100' AGL/129' MSL. Rwy 17, trees beginning 23' from DER, left and right of centerline, up to 100' AGL/129' MSL. Power poles beginning 540' from DER, 589' right of centerline, up to 36' AGL/60' MSL. Building 640' from DER, 660' right of centerline, 21' AGL/45' MSL. Rwy 35, trees beginning 208' from DER, left and right of centerline, up to 100' AGL/129' MSL. Light poles beginning 1231' from DER, 571' left of centerline, up to 70' AGL/99' MSL.



#### PALATKA, FL

PALATKA MUNI-LT KAY LARKIN FIELD (28J) ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 9, 200-11/4 or std. w/min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: Rwy 9, trees beginning 558' from DER, 39' right of centerline, up to 100' AGL/105' MSL. Trees beginning 625' from DER, 7' left of centerline, up to 100' AGL/137' MSL, Tower 1.1 NM from DER, 1398' right of centerline, 164' AGL/199' MSL. Rwy 12, trees beginning at DER, 285' right of centerline, up to 100' AGL/131'MSL. Trees beginning 1337'from DER, 211' left of centerline, up to 64' AGL/93' MSL. Rwy 17, trees beginning 237' from DER, 100' right of centerline, up to 100' AGL/164' MSL. Trees beginning 796' from DER, 478' left of centerline, up to 100' AGL/169' MSL. Rwy 27, trees beginning 15' from DER, 56' left of centerline, up to 78' AGL/112' MSL. Trees beginning 49' from DER, 269' right of centerline, up to 72' AGL/ 101'MSL. Rwy 30, trees beginning 401'from DER, 554' right of centerline, up to 100' AGL/129' MSL. Buildings beginning 1315' from DER, 408' right of centerline, up to 75' AGL, 104' MSL. Trees beginning 1387' from DER, 41' left of centerline, up to 100' AGL/ 129' MSL. Rwy 35, buildings beginning 504' from DER, 403' right of centerline, up to 75' AGL/104' MSL. Trees beginning 788' from DER, 222' left of centerline, up to 100' AGL/129' MSL. Trees beginning 1387' from DER, 81' right of centerline, up to 100' AGL/119' MSL.

#### PALM COAST, FL

FLAGLER COUNTY (XFL)

ORIG-A 10098 (FAA)

DEPARTURE PROCEDURE: Rwy 24, climb heading 241° to 700 before turning Northbound. Rwy 29, climb heading 270° to 1700 before proceeding on course.

Buildings beginning 1454' from DER, 850' left of

#### PAHOKEE, FL

21 OCT 2010 to 18 NOV 2010

PALM BEACH COUNTY GLADES

centerline, up to 75' AGL/104' MSL.

NOTE: Rwy 17, tower 1600' from departure end of runway, 690' left of centerline, 127' AGL/143' MSL.

#### PANAMA CITY, FL

NORTHWEST FLORIDA-PANAMA CITY INTL (ECP)

ORIG 10098 (FAA)

TAKE-OFF MINIMUMS: Rwys 3, 21, NA-Environmental.

NOTE: Rwy 16, trees beginning 2644' from DER, 382' right of centerline, up to 82' AGL/131' MSL.

#### PATRICK AFB (KCOF)

Rwy 2. Diverse departure authorized. Cross DER at or above 10' AGL/18' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. Rwy 11, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM, Rwv 20, Diverse departure authorized. Cross DER at or above 20' AGL/25' MSL for Take-Off Minima Standard with climb gradient of 200 ft/ NM. Rwy 29, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM. TAKE-OFF OBSTACLES: Rwy 2, Trees 150' AGL/ 170' MSL, 1 NM from DER, 1985' left of centerline; Sign 26' AGL/33' MSL, 940' from DER, 648' left of centerline; Road + Truck 37' AGL/45' MSL, max 726 from DER, 620' right of centerline; Flag Pole 85' AGL/ 96' MSL, 3325' from DER, 1273' left of centerline: Trees 50' AGL/76' MSL, max 1892' from DER, 994' left of centerline: Trees 75' AGL/100' MSL, max 2872' from DER, 1254' left of centerline; Trees 70' AGL/77' MSL, max 2740' from DER, 731' left of centerline; Antenna 79' AGL/104' MSL, 3066' from DER, 1290' left of centerline; Road+Truck 12' AGL/29' MSL, max 747' from DER, 574' right of centerline. Rwy 11, terrain 158' from DER, 381' right of centerline, up to 16' MSL; terrain 0' inward of DER, 500' left of centerline, 16' MSL; wind sock 77' from DER, 227' right of centerline, 28' AGL/34' MSL; terrain starting 376' inward of DER, 841' right of centerline, up to 28' MSL; road + truck starting 719' from DER, 438' left of centerline, up to 35' AGL/49' MSL; road + truck starting 1131' from DER, 240' right of centerline, up to 35' AGL/49' MSL; sailboard mast 914' from DER. 880' left of centerline, up to 0' AGL/21' MSL. Rwy 20, Trees 150' AGL/170' MSL, 1 NM from DER, 1801' and 1549' left of centerline: Trees 40' AGL/65' MSL, max 2526' from DER, 452' left of centerline; Trees 40' AGL/ 65' MSL, 2465' from DER, 620' left of centerline; Trees 40' AGL/100' MSL, 3503' from DER, 425' left of centerline. Rwy 29, terrain 86' from DER, 326' left of centerline, 13' MSL; terrain starting 0' from DER, out to 353' right of centerline, up to 16' MSL; road + truck starting 435' from DER, out to 310' right of centerline, up to 15' AGL/18' MSL; shrubs starting 380' from DER, 350' left of centerline, 60' AGL/65' MSL; bird cannon #22 88' from DER, 455' right of centerline, 5' AGL/9' MSL: fiber optic box #1 168' from DER, 133' left of centerline, 0' AGL 10' MSL; fiber optic box #1 139' from DER, 460' right of centerline, 20' AGL/29' MSL; sailboat mast 1583' from DER, 1221' right of centerline, 0' AGL/43' MSL; patrol boat starting 2' from DER, 775' left of centerline, up to 0' AGL/10' MSL; sailboat mast starting 786' from DER, 888' left of centerline, 0' AGL/43' MSL.

#### PENSACOLA, FL

PENSACOLA GULF COAST RGNL

DEPARTURE PROCEDURE: Rwy 26, climb runway heading to 800 before turning south.

#### PERRY, FL

PERRY-FOLEY

DEPARTURE PROCEDURE: Rwys 6, 12, 30, 36, climb on runway heading to 800 before turning.



#### PLANT CITY, FL

PLANT CITY (PCM) ORIG 09127 (FAA)

NOTE: Rwy 10, trees beginning 264' from DER, 561' left of centerline, up to 100' AGL/229' MSL. Trees beginning 490' from DER, 13' right of centerline, up to 100' AGL/ 239' MSL. Rwy 28, trees beginning 50' from DER, 278' right of centerline, up to 100' AGL/254' MSL. Trees beginning 515' from DER, 15' left of centerline, up to 100' AGL/249' MSL, Train on railroad tracks, 380' from DER. 547' left of centerline, up to 23' AGL/172' MSL. Vehicles on roadway, 266' from DER, 137' left of centerline, up to 15' AGL/169' MSL.

#### POMPANO BEACH, FL

POMPANO BEACH AIRPARK

TAKE-OFF MINIMUMS: Rwy 10, 300-114 or std. w/min. climb of 261' per NM to 300. Rwy 15, 400-2 or std. w/ min. climb of 424' per NM to 500. Rwy 28, 300-1. DEPARTURE PROCEDURE: Rwy 10, climb heading 101° to 500 before proceeding on course. Rwy 15, climb heading 146° to 500 before proceeding on course. NOTE: Rwy 6, multiple trees beginning 102' from departure end of runway, 233' right of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 298' from departure end of runway, 26' left of centerline, up to 79' AGL/88' MSL. Rwy 10, obstruction light pole 154' from departure end of runway, 132' left of centerline, 7' AGL/18' MSL. Multiple trees beginning 427' from departure end of runway, 12' left of centerline, up to 48' AGL/62' MSL. Pole 670' from departure end of runway, 23' left of centerline, 22' AGL/33' MSL. Multiple trees beginning 711' from departure end of runway, 67' right of centerline, up to 49' AGL/63' MSL. Building 760' from departure end of runway, 343' right of centerline, 29' AGL/40' MSL, Rod on light pole, 891' from departure end of runway, 733' right of centerline, 41' AGL/52' MSL. Multiple light poles beginning 1264' from departure end of runway, 417' right of centerline, up to 50' AGL/59' MSL. Multiple light poles beginning 1340' from departure end of runway, 194' left of centerline, up to 50' AGL/59' MSL. Multiple flag poles beginning 1447' from departure end of runway, 167' left of centerline, up to 50' AGL/59' MSL. Building 1648' from departure end of runway, 418' right of centerline, 43' AGL/ 52' MSL. Antenna on building 2404' from departure end of runway, 287' right of centerline, 63' AGL/72' MSL. Antenna on building 5670' from departure end of runway, 604' right of centerline, 181' AGL/190' MSL. Multiple buildings 1 NM from departure end of runway, 888' left of centerline, 201' AGL/210' MSL, Rwv 15, building 503' from departure end of runway, 569' left of centerline, 41' AGL/52' MSL. Multiple trees beginning 523' from departure end of runway, 152' left of centerline, up to 53' AGL/62' MSL. Multiple trees beginning 749' from departure end of runway, 190' right of centerline, up to 48' AGL/57' MSL. Rod on light pole 871' from departure end of runway, 387' left of centerline, 41' AGL/52' MSL. Light pole 1006' from departure end of runway, 453' left of centerline, 42' AGL/51' MSL. Buildings 1.1 NM from departure end of runway, 1259' left of centerline, 300' AGL/310' MSL. Antenna on building 1.1 NM from departure end of runway, 1131' left of centerline, 277' AGL/282' MSL. Building 1.7 NM from departure end of runway, 1385' right of centerline, 255' AGL/265' MSL.

#### POMPANO BEACH AIRPARK (CON'T)

Rwy 24, multiple trees beginning 191' from departure end of runway, 24' right of centerline, up to 54' AGL/73' MSL. Multiple trees 423' from departure end of runway, 3' left of centerline, up to 91' AGL/110' MSL, Tank 630' from departure end of runway, 600' right of centerline. 61' AGL/80' MSL. Rod on building 724' from departure end of runway, 418' right of centerline, 41' AGL/60' MSL. Obstruction light on light pole 916' from departure end of runway, 66' right of centerline, 30' AGL/49' MSL. Rod on obstruction light tank 968' from departure end of runway, 712' right of centerline, 54' AGL/73' MSL.

Rwy 28, multiple trees beginning 358' from departure end of runway, 140' left of centerline, up to 35' AGL/54' MSL. Light pole 722' from departure end of runway. 389' left of centerline, 28' AGL/47' MSL, Rod on building 777' from departure end of runway, 429' left of centerline, 41' AGL/60' MSL, Rod on building 869' from departure end of runway, 454' left of centerline, 42' AGL/61'MSL. Multiple trees 1001'from departure end of runway, 238' right of centerline, up to 43' AGL/62' MSL. Tank 1177' from departure end of runway, 422' left of centerline, 45' AGL/64' MSL. Pole 1781' from departure end of runway, 33' left of centerline, 45' AGL/ 64' MSL. Tower 2650' from departure end of runway, 1134' right of centerline, 190' AGL/207' MSL. Rwy 33, multiple trees beginning 136' from departure end of runway, 157' left of centerline, up to 59' AGL/78' MSL. Antenna on building 529' from departure end of runway, 399' left of centerline, 18' AGL/34' MSL. Multiple trees 702' from departure end of runway, 458' right of centerline, up to 37' AGL/56' MSL.

#### PONCE, PR

**MERCEDITA** 

TAKE-OFF MINIMUMS: Rwy 30, 500-1 or std. with a min. climb of 510' per NM to 600.

DEPARTURE PROCEDURE: Rwy 12, climb to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude. Rwy 30, immediate climbing left turn to 2100 direct PSE VOR/ DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude.

#### **PUNTA GORDA, FL**

CHARLOTTE COUNTY (PGD) AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwys 9, 27, NA-airport authority request.

NOTE: Rwy 4, multiple trees beginning 34' from departure end of runway, 292' right of centerline, up to 63' AGL/84' MSL. Rwy 15, multiple trees beginning 133' from departure end of runway, 449' right of centerline, up to 84' AGL/104' MSL. Multiple trees beginning 43' from departure end of runway, 129' left of centerline, up to 48' AGL/68' MSL. Rwy 22, multiple trees beginning 373' from departure end of runway, 390' right of centerline, up to 54' AGL/73' MSL. Rwy 33, tree 638' from departure end of runway, 618' left of centerline, 38' AGL/53' MSL.

# QUINCY, FL

QUINCY MUNI (2J9)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 32, 300-2 or std. w/min. climb of 217' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER. NOTE: Rwy 14, trees beginning abeam DER, 421'left of centerline, up to 100' AGL/299' MSL. Vehicles on road abeam DER, 340' left of centerline, 15' AGL/214' MSL. Trees beginning abeam DER, 255' right of centerline, up to 100' AGL/309' MSL. Vehicles on road abeam DER, 174' right of centerline, 15' AGL/224' MSL. Rwy 32, trees

Trees beginning abeam DER, 255' right of centerline, up to 100' AGL/309' MSL. Vehicles on road abeam DER, 174' right of centerline, 15' AGL/224' MSL. Rwy 32, trees beginning abeam DER, 307' left of centerline, up to 100' AGL/329' MSL. Vehicles on road abeam DER, 398' left of centerline, 15' AGL/244' MSL. Trees beginning 910' from DER, 722' right of centerline, up to 100' AGL/329' MSL. Powerline beginning 1225' from DER, left and right of centerline, up to 79' AGL/327' MSL.

#### ST. AUGUSTINE, FL

#### ST. AUGUSTINE

NOTE: Rwy 2, trees 1355' from departure end of runway, 314' right of centerline, 100' AGL/104' MSL, Rwv 20. aircraft on ramp abeam departure end of runway, 158' right of centerline, up to 32' AGL/41' MSL. Aircraft on taxiway 182' from departure end of runway, on centerline, up to 32' AGL/42' MSL. Buildings beginning 220' from departure end of runway, 402' right of centerline, up to 34' AGL/44' MSL. Hangars beginning 174' from departure end of runway, 180' left of centerline, up to 16' AGL/26' MSL. Vehicles on road and train on railroad beginning 419' from departure end of runway, 599' right of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 589' from departure end of runway, 652' right of centerline, up to 100' AGL/114' MSL. Numerous trees beginning 754' from departure end of runway, 586' left of centerline, up to 100' AGL/109' MSL. Rwy 24, hangars beginning abeam departure end of runway, 400' left of centerline, up to 16' AGL/26' MSL. Aircraft on ramp 55' from departure end of runway, 119' right of centerline up to 32' AGL/41' MSL. Buildings beginning 150' from departure end of runway, 191' right of centerline, up to 34' AGL/44' MSL. Vehicles on road and train on railroad beginning 571' from departure end of runway, on centerline, up to 23' AGL/37' MSL. Numerous trees beginning 742' from departure end of runway, left and right of centerline, up to 100' AGL/114' MSL. Rwy 31, numerous trees beginning 87' from departure end of runway, 418' left of centerline, up to 89' AGL/98' MSL Vehicles on road and train on railroad beginning at departure end of runway, 237' left of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 242' from departure end of runway, 2' right of centerline, up to 85'

#### ST. PETERSBURG, FL

#### **ALBERT WHITTED**

AGL/99' MSL.

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1 or std. with a min. climb of 320' per NM until 500.

DEPARTURE PROCEDURE: **Rwy18,25**, climb runway heading to 500 before turning right. **Rwy7,36**, climb runway heading to 500 before turning left.

NOTE: **Rwy 25**, 70' MSL/63' AGL building 350' from departure end of runway, 375' left of runway centerline.

#### ST. PETERSBURG, FL (CON'T)

ST. PETERSBURG-CLEARWATER INTL (PIE) AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys17R**, **35L**, NA - VFR runway. **Rwy 22**, 200-1½ or std. w/min. climb of 230' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200'per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 090° to 500 before proceeding southbound.

NOTE: Rwy 4, trees beginning 175' from departure end of runway, 280' right of centerline, up to 72' AGL/76' MSL. Bush 496' from departure end of runway, 259' right of centerline, 27' AGL/31' MSL. Bush 511' from departure end of runway, 327' left of centerline, 17' AGL/21' MSL. Trees beginning 523' from departure end of runway, 226' left of centerline, up to 17' AGL/21' MSL. Boats beginning 775' from departure end of runway, on centerline, up to 25' AGL/25' MSL. Rwy 9, trees beginning 352' from departure end of runway, 469' right of centerline, up to 47' AGL/51' MSL. Trees beginning 1161' from departure end of runway, 386' left of centerline, up to 40' AGL/44' MSL. Rwy 17L, building 689' from departure end of runway, 418' right of centerline, 35' AGL/44' MSL. Building 833' from departure end of runway, 439' right of centerline, 35' AGL/44' MSL. Signs beginning 909' from departure end of runway, 98' right of centerline, up to 49' AGL/58' MSL. Poles beginning 970' from departure end of runway, 114' right of centerline, up to 49' AGL/58' MSL. Poles beginning 1015' from departure end of runway, 103' left of centerline, up to 38' AGL/47' MSL. Sign 1336' from departure end of runway, 198' left of centerline, 44' AGL/53' MSL, Tree 2100' from departure end of runway, 996' right of centerline, 96' AGL/105' MSL. Antenna on hopper 2,583' from departure end of runway, 801' right of centerline, 80' AGL/89' MSL. Rwy 22, trees 1007' from departure end of runway, 109' left of centerline, up to 65' AGL/74' MSL. Tree 1629' from departure end of runway, 88' right of centerline, 61' AGL/70' MSL. Tower 5591' from departure end of runway, 266' right of centerline, 153' AGL/168' MSL. Rwy 27, poles beginning 188' from departure end of runway, 138' right of centerline, up to 66' AGL/75' MSL. Hangar lights 552' from departure end of runway, 450' right of centerline, 25' AGL/34' MSL. Poles beginning 605' from departure end of runway, 179' left of centerline, up to 40' AGL/49' MSL. Trees beginning 1540' from departure end of runway, 224' left of centerline, up to 57' AGL/66' MSL. Antenna on tank 2188' from departure end of runway, 712' left of centerline, 71' AGL/80' MSL.

#### SAN JUAN, PR

#### FERNANDO LUIS RIBAS DOMINICCI

TAKE-OFF MINIMUMS: Rwy 9, 400-2 or std. with a min. climb of 290' per NM to 400. Rwy 27, 300-1. NOTE: Rwy 9, numerous close-in trees and buildings to 177' AGL right of centerline within 3200' of departure end, additional buildings to 177' AGL left and right of centerline within 5500' of departure end. Rwy 27, ship maneuvering area within 5200' of departure end of runway.







#### SAN JUAN, PR (CON'T)

LUIS MUNOZ MARIN INTL (SJU) AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: Rwy 8, climb on a heading between 109° CCW to 258° from DER, or minimum climb of 381' per NM to 5000 for all other courses, Rwy 10. climb on a heading between 91° CCW to 281° from DER, or minimum climb of 390' per NM to 4900 for all other courses. Rwy 26, climb on a heading between 255° CW to 078° from DER, or minimum climb of 311' per NM to 4800 for all other courses. Rwy 28, climb on a heading between 260° CW to 101° from DER, or minimum climb of 323' per NM to 4800 for all other courses.

NOTE: Rwy 8, trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL. Rwy 10, trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL. Rwy 26, building and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL. Rwy 28, bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL,

#### SARASOTA(BRADENTON), FL

SARASOTA/BRADENTON INTL (SRQ) AMDT 1 08269 (FAA)

NOTE: Rwy 4, multiple trees beginning 831' from departure end of runway, 91' right of centerline, up to 57' AGL/87' MSL. Floodlight 521' feet from departure end of runway, 274' right of centerline, 23' AGL/48' MSL. Floodlight 786' from departure end of runway, 152' right of centerline, 22' AGL/47' MSL, Pole 989' from departure end of runway, 492' right of centerline. 35' AGL/65' MSL. Vehicle on road 370' from departure end of runway, 261' right of centerline, 17' AGL/42' MSL. Multiple trees beginning 926' from departure end of runway, 54' left of centerline, up to 71' AGL/96' MSL. Building 200' from departure end of runway, 506' left of centerline, 33' AGL/58' MSL. Camera on pole 1012' from departure end of runway, 250' left of centerline, 27' AGL/52' MSL. Rwy 14, multiple trees beginning 345' from departure end of runway, 277' right of centerline, up to 69' AGL/94' MSL. Multiple trees beginning 119' from departure end of runway, 365' left of centerline, up to 30' AGL/55' MSL, Railroad 431' from departure end of runway, 533' left of centerline, 24' AGL/44' MSL.

Rwy 22, tree 1383' from departure end of runway, 438' left of centerline, 53' AGL/73' MSL. Tree 1534' from departure end of runway, 338' left of centerline, 54' AGL/ 74' MSL. Light pole 1157' from departure end of runway, 530' left of centerline, 42' AGL/62' MSL. Vent on building 1688' from departure end of runway, 61' left of centerline, 55' AGL/75' MSL. Pole 1189' from departure end of runway, 349' left of centerline, 41' AGL/61' MSL. Sign 865' from departure end of runway, 162' left of centerline, 31' AGL/51' MSL. Light pole 881' from departure end of runway, 37' left of centerline, 30' AGL/ 50' MSL, Tree 1732' from departure end of runway, 51' right of centerline, 58' AGL/78' MSL. Sign 592' from departure end of runway, 382' right of centerline, 28' AGL/48' MSL. Flood light 643' from departure end of runway, 319' right of centerline, 27' AGL/47' MSL. Vehicle on road 527' from departure end of runway, 282' right of centerline, 17' AGL/37' MSL. Rwy 32, multiple trees beginning 606' from departure end of runway, 2' right of centerline, up to 51' AGL/7I' MSL. Multiple trees beginning 775' from departure end of runway, 113' left of centerline, up to 68' AGL/88' MSL, Wall 119' from departure end of runway, 465' left of centerline, 29' AGL/ 49' MSL, Pole 945' from departure end of runway, 531' left of centerline, 41' AGL/61' MSL, Antenna 732' from departure end of runway, 168' left of centerline, 34' AGL/ 54' MSL. Vehicle on road 675' from departure end of runway, 277' left of centerline, 17' AGL/51' MSL. Light pole 837' from departure end of runway, 326' left of centerline, 34' AGL/54' MSL. Tower 5674' from departure end of runway, 1845' left of centerline, 162' AGL/177 MSL.

### SEBRING. FL

SEBRING RGNL

NOTE: Rwy 14, trees 1716' from departure end of runway, 527' right of centerline, up to 100' AGL/150' MSL. Rwy 18, trees beginning 11' from departure end of runway, 216' right of centerline, up to 76' AGL/132' MSL, Rwy 32, trees 988' from departure end of runway, 23' right of centerline, up to 100' AGL/146' MSL. Railroad 500' from departure end of runway, on centerline, up to 23' AGL/77' MSL. Rwy 36, trees beginning 107' from departure end of runway, 157' right of centerline, up to 57' AGL/107 MSL. Trees beginning 107' from departure end of runway, 141' left of centerline, up to 51' AGL/101' MSL.

### STUART, FL

WITHAM FIELD (SUA)

AMDT 2 09239 (FAA)

DEPARTURE PROCEDURE: Rwy 25, climb heading 290° to 1700 before proceeding on course, Rwv 30. climb heading 295° to 1300 before proceeding on

NOTE: Rwv 7, trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL. Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/ 109' MSL. Rwy 12, pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL. Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL. Rwy 16, trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL. Trees beginning 70' from DER, 202' right of centerline, up to 92'AGL/106'MSL. Rwy 25, storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL. Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL. Rwv 30. trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL. Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL. Rwy 34, trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL. Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/ 109'MSL.

### TALLAHASSEE, FL

TALLAHASSEE RGNL

NOTE: Rwy 9, trees beginning 1068' from departure end of runway, 670' left of centerline, up to 29' AGL/95' MSL. Trees beginning 1299' from departure end of runway, 84' right of centerline, up to 66' AGL/126' MSL. Lighted hopper 2416' from departure end of runway, 965' right of centerline, 63' AGL/113' MSL. Rwy 27, trees beginning 2708' from departure end of runway, 34' left of centerline, up to 70' AGL/169' MSL. Trees beginning 2782' from departure end of runway, 190' right of centerline, up to 58' AGL/149' MSL. Rwy 36, tees beginning 1211' from departure end of runway, 426' left of centerline, up to 56' AGL/140' MSL. Trees beginning 1286' from departure end of runway, 559' right of centerline, up to 61' AGL/140'

### TALLAHASSEE/HAVANA. FL

TALLAHASSEE COMMERCIAL (68J)

ORIG 08185 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, 300-1% or std. w/a min, climb gradient of 344' per NM to 500.

NOTE: Rwy 16, road beginning 0' from departure end of runway, 136' right of centerline, up to 15' AGL/164' MSL. Trees beginning 0' from departure end of runway, 149' right of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 154' left of centerline, up to 100' AGL/259' MSL. Rwy 34, trees beginning 0' from departure end of runway, 41' left of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 45' right of centerline, up to 100' AGL/259' MSL.

### TAMPA, FL

PETER O KNIGHT (TPF) AMDT 5 09211 (FAA)

TAKE-OFF MINIMUMS: Rwy 3, 300-114 or std. w/min. climb of 497' per NM to 850 or 900 - 21/2 for climb in visual conditions. Rwys 17, 21, 300-11/2. Rwy 35,

DEPARTURE PROCEDURE: Rwv 3. for climb in visual conditions: cross Peter O Knight Field at or above 900 MSL before proceeding on course.

NOTE: Rwv 3. ship 296' from DER. 3' right of centerline, 177' AGL/185' MSL. Ship 1.0 NM from DER, 900' right of centerline, 177' AGL/185' MSL, Towers 1366' from DER, 279' left of centerline, up to 110' AGL/ 117' MSL. Tanks 1716' from DER, 19' right of centerline, up to 70' AGL/77' MSL. Crane 2684' from DER, 1047' left of centerline, 247' AGL/253' MSL. Rwy 17, ship 389' from DER, 460' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. Rwy 21, ship 1967' from DER, 72' left of centerline, 177' AGL/185' MSL, Ship 1,2 NM from DER, on centerline, 177' AGL/185' MSL. Rwy 35, multiple buildings beginning 1.2 NM from DER, 127 left of centerline, up to 610' AGL/625' MSL. Ship 714' from DER, 48' right of centerline, 177' AGL/185' MSL Tower 3032' from DER, 1117' right of centerline, 128' AGL/139' MSL. Building 1.4 NM from DER, 994' right of centerline, 330' AGL/337' MSL.

### TAMPA EXECUTIVE

TAKE-OFF MINIMUMS: Rwy 18, 500-3 or std. with a min. climb of 220' per NM to 600.

## TAMPA, FL (CON'T)

TAMPA INTL (TPA)

AMDT 8 10098 (FAA)

DEPARTURE PROCEDURE: Rwv 9, climb heading 094° to 800 before turning right.

NOTE: Rwy 9, multiple trees 1281' from DER, 1' right of centerline, up to 106' AGL/118' MSL. Tower 4214' from DER 265' right of centerline, 105' AGL/145' MSL Multiple trees beginning 134' from DER, 73' left of centerline, up to 103' AGL/114' MSL. Rwy 18L, antenna on obstruction light building, 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1522' left of centerline, 146' AGL/155' MSL Rwy 18R, trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL, Rwy 27, building and antenna beginning 4354' from DER, 1162' left of centerline, up to 146' AGL/158' MSL. Multiple trees beginning 479' from DER, 419' right of centerline, up to 53' AGL/67' MSL. Multiple trees beginning 128' from DER, 3' left of centerline, up to 54' AGL/68' MSL. Pole 474' from DER, 436' left of centerline, up to 30' AGL/35' MSL. Rwy 36L, tree 752' from DER, 596' right of centerline, 42' AGL/66' MSL.

### TITUSVILLE. FL

ARTHUR DUNN AIR PARK (X21)

AMDT 1A 08269 (FAA)

TAKE-OFF MINIMUMS: Rwy 15, 700-2 or std. with a min. climb of 350' per mile to 700.

NOTE: Multiple towers beginning 1.52 NM from departure end of runway, 1140' left of centerline, up to 399' AGL/419' MSL.

### NASA SHUTTLE LANDING FACILITY (TTS) AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: Rwy 15, climb heading 155° to 700 before turning Eastbound.

NOTE: Rwy 15, trees beginning 2177' from DER, across centerline, up to 100' AGL/104' MSL. Rwy 33, trees beginning 445' from DER, 482' right of centerline, up to 100' AGL/106' MSL. Trees beginning 1275' from DER, 80' left of centerline, up to 100' AGL/106' MSL.

### SPACE COAST RGNL

TAKE-OFF MINIMUMS: NOTE: Rwy 36, 60' AGL trees 254' from departure end of runway, 526' right of centerline.

### TYNDALL AFB (KPAM)

TAKE-OFF OBSTACLES: Rwv 13L, 29' MSL/13' AGL vehicle on road 127' from DER, 533' right of centerline. 39' MSL/20' AGL aircraft 6' inward of DER, 301' right of centerline. Rwy 31L, 27' MSL/11' AGL building 188' from DER, 519' left of centerline. 81' MSL/66' AGL aircraft 4' inward of DER, 302' left of centerline. Rwy 31R, 29' MSL/13' AGL vehicle 2'

inward of DER, 458' right of centerline. 29' MSL/13'

AGL vehicle 3' inward of DER, 383' left of centerline.

### VENICE, FL

VENICE MUNI (VNC) AMDT 1 08269 (FAA)

> 047° to 700 before turning right. Rwy 31, climb heading 303° to 1500 before proceeding on course. NOTE: Rwy 4, trees beginning 511' from departure end of runway, 586' right of centerline, up to 40' AGL/54' MSL

DEPARTURE PROCEDURE: Rwv 4. climb heading

Poles/buildings beginning 526' from departure end of runway, 578' left of centerline, up to 50' AGL/64' MSL. Rwy 13, trees beginning 861' from departure end of runway, 419' left of centerline, up to 40' AGL/54' MSL. Trees beginning 965' from departure end of runway, 610' right of centerline, up to 40' AGL/49' MSL. Rwy 22, building 805' from departure end of runway, 327' left of centerline, 30' AGL/39' MSL. Rwy 31, trees beginning 691' from departure end of runway, 617' left of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 853' from departure end of runway, 693' right of centerline, up to 50' AGL/69' MSL.

### VEROBEACH, FL

VERO BEACH MUNI

NOTE: Rwy 4, multiple trees beginning 813' from departure end of runway, 178' left of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 3003' from departure end of runway, 93' right of centerline, up to 83' AGL/100' MSL. Rwy 11L, multiple trees beginning 171' from departure end of runway, 455' right of centerline, up to 57' AGL/74' MSL. Multiple trees and lights beginning 547' from departure end of runway, 259' left of centerline, up to 39' AGL/56' MSL. Storage tank 1813' from departure end of runway, 763' right of centerline, 45' AGL/74' MSL. Rwy 11R, pole 709' from departure end of runway, 522' left of centerline, 28' AGL/ 45' MSL. Spire 1622' from departure end of runway, 574' right of centerline, 44' AGL/61' MSL. Rwy 22, vehicles on road abeam departure end of runway, 421 left of centerline, up to 15' AGL/39' MSL. Vehicles on road 408' from departure end of runway, left and right of centerline, up to 15' AGL/39' MSL. Multiple trees beginning 1404' from departure end of runway, 272' left of centerline, up to 64' AGL/84' MSL. Multiple trees beginning 1989' from departure end of runway, 126' right of centerline, up to 68' AGL/88' MSL. Rwy 29L, multiple trees beginning 1206' from departure end of runway, 46' right of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 1575' from departure end of runway, 135' left of centerline, up to 61' AGL/81' MSL. Rwy 29R, multiple antennas and trees beginning 1656 from departure end of runway, 111' right of centerline, up to 70' AGL/90' MSL. Multiple trees beginning 1782' from departure end of runway, 247' left of centerline, up

### WAUCHULA, FL

WAUCHULA MUNI

to 65' AGL/85' MSL.

NOTE: Rwy 18, trees 450' from departure endof runway, 130' left of centerline, 22' AGL/126' MSL. Rwy 36, trees 183' from departure end of runway, 350' left of centerline, 49' AGL/145' MSL. Powerline 582' from departure end of runway, on centerline, 51' AGL/140' MSL. Tree, 323' from departure end of runway, 490' left of centerline, 100' AGL/200' MSL. Tree 39' from departure end of runway, 486' right of centerline, 100' AGL/185' MSL.



# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

### WEST PALM BEACH, FL

NORTH PALM BEACH COUNTY GENERAL **AVIATION (F45)** 

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: Rwvs 8L. 26R. NA-turf runway.

NOTE: Rwv 8R, trees beginning 582' from departure end of runway, 47' right of centerline, up to 100' AGL/ 124' MSL. Trees beginning 950' from departure end of runway, 56' left of centerline, up to 100' AGL/124' MSL. Rwy 13, trees beginning at departure end of runway, 14' right of centerline, up to 100' AGL/124' MSL. Trees beginning 144' from departure end of runway, 29' left of centerline, up to 100' AGL/124' MSL. Rwy 26L, trees 43' from departure end of runway, 418' left of centerline, up to 8' AGL/23' MSL. Rwy 31, trees beginning 87' from departure end of runway, 26' right of centerline, up to 68' AGL/83' MSL. Craft 114' from departure end of runway, 425' left of centerline, up to 20' AGL/44' MSL. Trees beginning 458' from departure end of runway, 91' left of centerline, up to 100' AGL/124' MSL.

### PALM BEACH COUNTY PARK

TAKE-OFF MINIMUMS: Rwy 3, 300-1 or std. with a min. climb of 330' per NM to 400. Rwy 33, 300-1 or std. with a min. climb of 460' per NM to 500.

DEPARTURE PROCEDURE: Rwys 21, 33, climb runway heading to 1000 before turning west. Rwy 27, climbing left turn to 1000 via heading 180° before proceeding on course.

NOTE: Rwy 3, crane 1.25 NM from departure end of runway, 1660' right of centerline, 260' AGL/285' MSL. Rwy 33, crane 4700' from departure end of runway, on centerline, 220' AGL/234' MSL.

### PALM BEACH INTL (PBI) AMDT 3 09351 (FAA)

DEPARTURE PROCEDURE: Rwy 28L, climb heading 279° to 1200 before turning left. Rwy 28R, climb heading 279° to 1200 before turning left.

NOTE: Rwy 10R, antenna on hanger 177' from DER, 450' right of centerline, 38' AGL/57' MSL. Rwy 10L, light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL. Rwy 14, transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL. Rwy 28R, light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL. Rwy 32, trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

### WHITING FLD NAS-SOUTH (KNDZ)

MILTON, FL ...... 07354 TAKE-OFF OBSTACLES: Rwv 5, trees 809' from

DER, 646' left of centerline, 40' AGL/200' MSL. Rwy 32, trees 435' from DER, 542' right of centerline, 62' AGL/258' MSL.

### WILLISTON, FL

WILLISTON MUNI

TAKE-OFF MINIMUMS: Rwy 5, 400-21/2 or std. w/min. climb of 257' per NM to 600.

DEPARTURE PROCEDURE: Rwy 5, climb heading 049° to 500 before proceeding on course. Rwy 14, climb heading 142° to 600 before proceeding on course.

Rwy 23, climb on a heading between 253° clockwise 048° from departure end of runway, or minimum climb of 248' per NM to 1900 for all other courses.

NOTE: Rwy 5, brush and multiple trees beginning 38' from departure end of runway, 54' left of centerline, up to 100' AGL/179' MSL. Tower 2 NM from departure end of runway, 2343' left of centerline, 324' AGL/399' MSL. Brush and multiple trees beginning 49' from departure end of runway, 234' right of centerline, up to 100' AGL/ 179' MSL. Rwy 14, multiple trees 799' from departure end of runway, on centerline, up to 30' AGL/99' MSL. Multiple trees beginning 1143' from departure end of runway, 381' left of centerline, up to 100' AGL/174' MSL. Road and multiple trees beginning 13' from departure end of runway, 208' right of centerline, up to 100' AGL/ 179' MSL. Rwy 23, multiple trees beginning 445' from departure end of runway, 8' left of centerline, up to 100' AGL/184' MSL. Multiple trees beginning 430' from departure end of runway, 403' right of centerline, up to 100' AGI/189' MSL. Rwy 32, multiple trees 799' from departure end of runway, on centerline, up to 50' AGL/ 124' MSL. Multiple trees beginning 719' from departure end of runway, 288' left of centerline, up to 100' AGL/194' MSL. Multiple trees beginning 497' from departure end of runway, 442' right of centerline, up to 100' AGL/194' MSL.

### WINTER HAVEN, FL

WINTER HAVEN'S GILBERT (GIF) AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: Rwy 23, 300-11/4 or std. w/ min. climb of 325' per NM to 500. Rwy 29, std. w/min. climb of 250' per NM to 700, or 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 29, for climb in visual conditions, cross Winter Haven's Gilbert Field at or above 900 before proceeding on course

NOTE: Rwy 5, trees beginning 55' from DER, 340' left of centerline, up to 62' AGL/196' MSL. Trees 207' from DER, 465' right of centerline, up to 40' AGL/155' MSL. Vehicles on roadway, 227' from DER, 346' left of centerline, up to 17' AGL/151' MSL. Trees beginning 1712' from DER, 75' left of centerline, up to 81' AGL/ 200' MSL. Rwy 11, trees beginning 72' from DER, 330' left of centerline, up to 67' AGL/187' MSL. Vehicles on roadway 214' from DER, 277' right of centerline, up to 17' AGL/155' MSL. Trees beginning 445' from DER, 363' right of centerline, up to 82' AGL/203' MSL. Rwy 23, trees beginning 176' from DER, 345' left of centerline, up to 99' AGL/221' MSL. Tank 1.0 NM from DER, 972' left of centerline, 176' AGL/328' MSL. Rwy 29, trees beginning 75' from DER, 283' left of centerline, up to 59' AGL/187' MSL. Trees beginning 182' from DER, 284' right of centerline, up to 59' AGL/184' MSL. Tower 2.0 NM from DER, 2511' left of centerline, 310' AGL/ 457' MSL.

### ZEPHYRHILLS, FL

ZEPHYRHILLS MUNI

TAKE-OFF MINIMUMS: Rwy 4, 400-2 or std. with a min. climb of 280' per NM to 400. DEPARTURE PROCEDURE: Rwy 22, climb runway

heading to 500 before right turn. NOTE: Rwy 4, tower 1.6 NM from departure end of

runway, 2675' right of centerline, 260' AGL/346' MSL.

AIRPORT MANATEE (See PALMETTO) ALBERT WHITTED (See ST PETERSBURG) APAI ACHICOI A **NEW ORLEANS** 

H-8G, L-21D, 22I

NEW ORLEANS

IACKSONVILLE

L-21D. 24F

L-21D, 22I

IAP

APALACHICOLA RGNL (AAF) 2 W UTC-5(-4DT) N29°43.66′ W85°01.65′

(See MAYPORT NS)

20 B S4 FUEL 100LL. JET A NOTAM FILE AAF

RWY 06-24: H5271X150 (CONC) MIRL RWY 06: PAPI(P2L)—GA 3.0° TCH 40', Thid dsplcd 217', Fence.

RWY 24: PAPI(P2L)-GA 3.0° TCH 40'. Trees.

RWY 13-31: H5251X150 (CONC) MIRL

(See CLEWISTON)

RWY 13: PAPI(P2L)—GA 3.0° TCH 40'. Trees. RWY 31: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 18-36: H5251X150 (CONC) RWY 18: Trees. RWY 36: Thid dsplcd 502'.

AIRPORT REMARKS: Attended 1200-0000Z‡. ACTIVATE MIRL Rwys 06-24 and 13-31-CTAF.

ADM DAVID L MCDONALD FLD

**AIRGLADES** 

WEATHER DATA SOURCES: ASOS 119.925 (850) 653-8271. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) TYNDALL APP/DEP CON 124.15 (South abv 5000') 125.2 (North abv 5000') (Mon-Fri 1200-0400Z‡, Sat-Sun 1500-2300Z‡). Clsd holidays and weekends associated with holidays, other times ctc.

JAX CENTER APP/DEP CON 119.1

RADIO AIDS TO NAVIGATION: NOTAM FILE TILE

SEMINOLE (H) VORTAC 117.5 SZW Chan 122 N30°33.37′ W84°22.44′ 213° 60.1 NM to fld. 180/02E.

NDB (MHW) 349 AAF N29°43.40′ W85°01.68′ at fld. NOTAM FILE GNV.

ST GEORGE ISLAND (F47) 8 SE UTC-5(-4DT) N29°38.68′ W84°54.94′ 3 NOTAM FILE GNV

RWY 14-32: H3339X65 (ASPH)

RWY 32. Trees AIRPORT REMARKS: Unattended. Large birds on and invof rwy. Trees 80-120' east of Rwy centerline on first half of

Rwy 32. 3' fence in primary surface 105' west of a first 300' of Rwy 32. Ldg fee. **COMMUNICATIONS: CTAF 122.9** 

RADIO AIDS TO NAVIGATION: NOTAM FILE PEN.

and Rwy 33-CTAF.

PANAMA CITY (L) VORTAC 114.3 PFN Chan 90 N30°12.98′ W85°40.86′ 130° 52.6 NM to fld. 10/0W.

# **APOPKA**

ORLANDO APOPKA (XØ4) 4 NW UTC-5(-4DT) N28°42.45′ W81°34.92′ 143 B FUEL 100LL, JET A TPA-943(800) NOTAM FILE PIE

RWY 15-33: H3987X60 (ASPH) LIRL

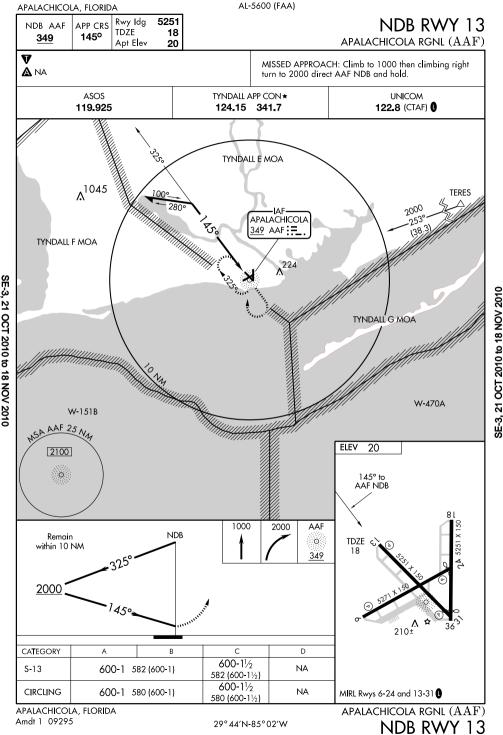
RWY 15: PAPI(P2L)-GA 3.5° TCH 10'. Thid dsplcd 943'. Berm. Rgt tfc.

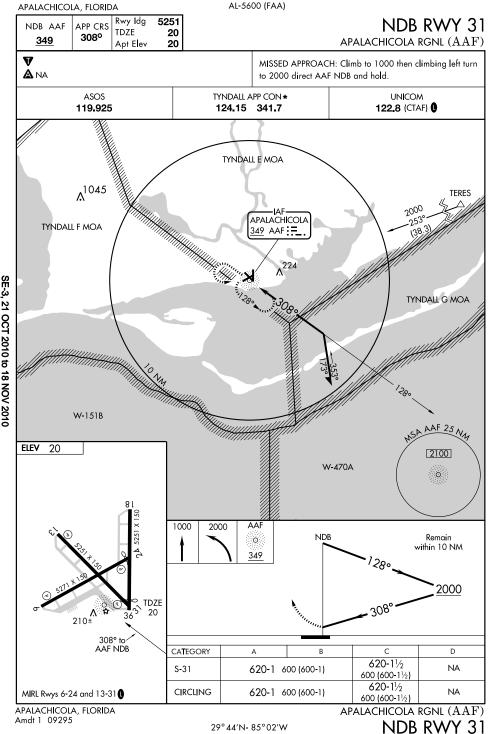
RWY 33: PAPI(P2L)—GA 3.0° TCH 25'. Trees.

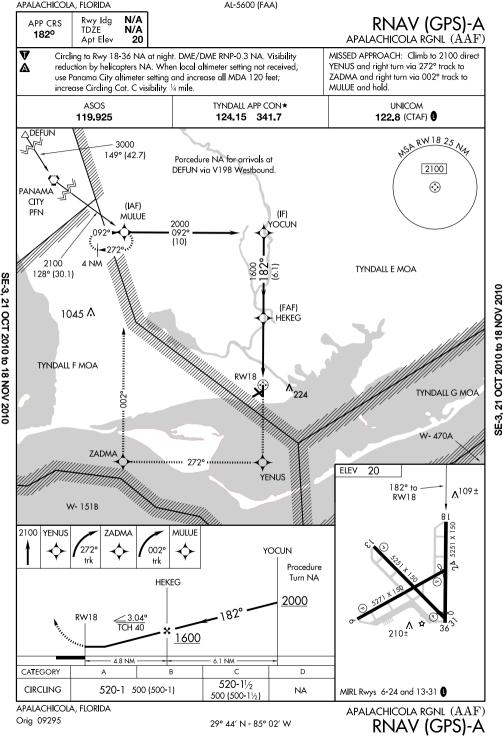
AIRPORT REMARKS: Attended Apr-Sep 1300-2300Z‡, Oct-Mar 1300-2200Z‡. Ctc UNICOM or 407-886-7663 for safety briefing. Steep drop off 63' from Southeast end and 55 ft off West edge of rwy. Rwy 15 dsplcd thids not lighted. PAPI Rwy 15 and Rwy 33 on continuously during dalgt. After SS, ACTIVATE LIRL Rwy 15-33, PAPI Rwy 15

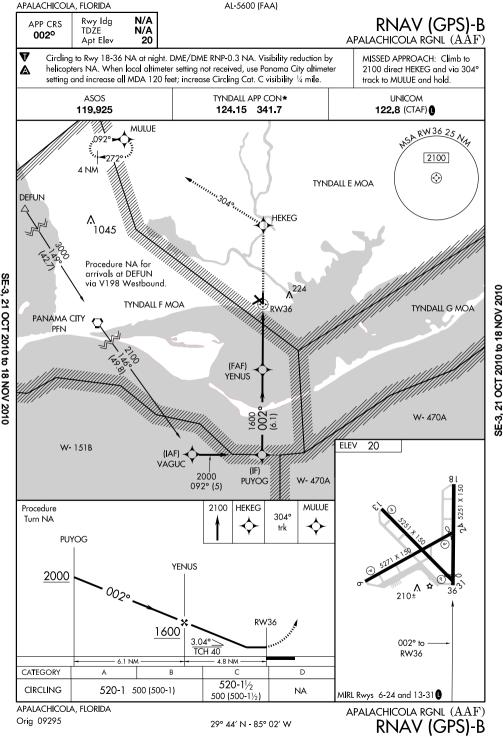
COMMUNICATIONS: CTAF/UNICOM 123.05 RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.

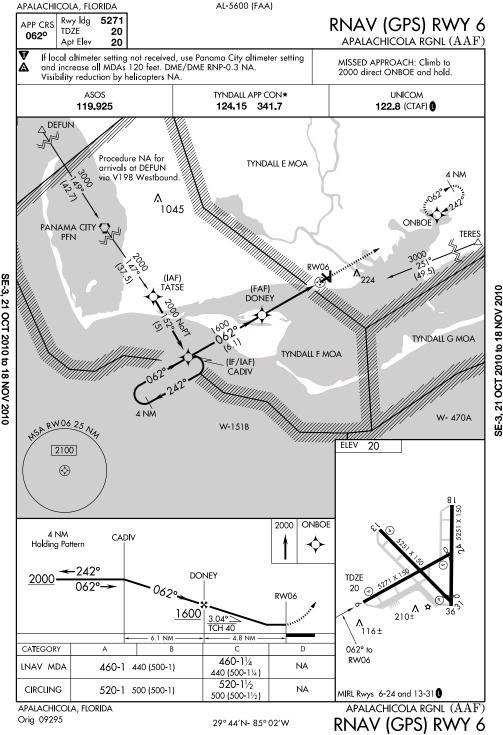
ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ 307° 16.3 NM to fld. 102/00E. **2AWIH** 

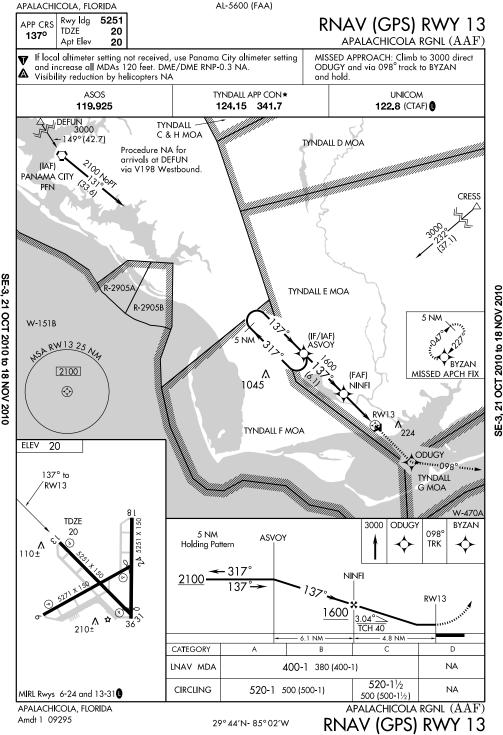


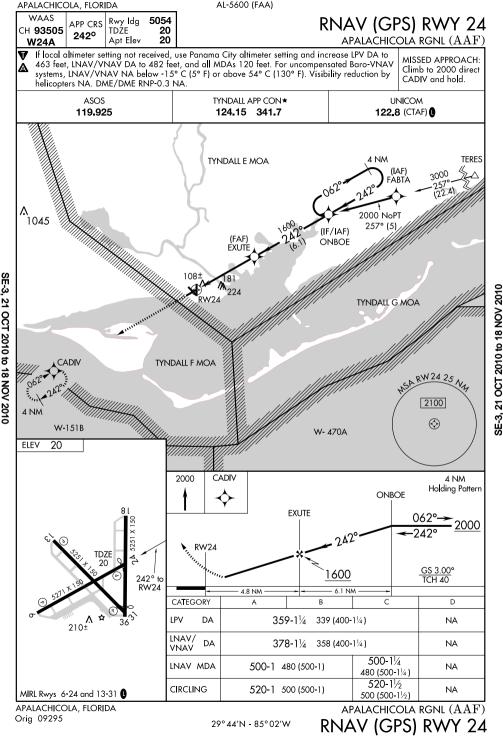












AL-5600 (FAA)

# RNAV (GPS) RWY 31 APALACHICOLA RGNL (AAF)

W31A If local altimeter setting not received, use Panama City altimeter setting and increase LPV DA to 451 feet, LNAV/VNAV DA to 498 feet, and all MDAs 120 feet. MISSED APPROACH: Climb to For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) 2100 direct ASVOY and hold. or above 54°C (130°F). Baro-VNÁV NA when using Panama City altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**ASOS** TYNDALL APP CON★ UNICOM 119.925 124.15 341.7 122.8 (CTAF) 0 TYNDALL E MOA MANAGE REPORT OF THE PROPERTY TERES SE-3, TYNDALL F MOA TYNDALL G MOA 21 OCT 2010 to 18 NOV 2010 (FAF) ODUGY SA RW31 25 NA 2100 **FEZCU**  $\bigcirc$ W-151B W-470A ELEV 20 2100 **ASVOY** Procedure VGSI and RNAV glidepath Turn not coincident. **FEZCU** NA **ODUGY** 

MIRL Rwys 6-24 and 13-31 APALACHICOLA, FLORIDA Amdt 1 09295

**∆** 210±

36

317° to

**RW31** 

**TDZE** 

APALACHICOLA RGNL (AAF)

2000

GS 3.00°

TCH 40

D

NA

NA

NA

NA

SE-3, 21 OCT 2010 to 18 NOV 2010

4.8 NM

347-11/4

394-11/4

460-1 440 (500-1)

520-1 500 (500-1)

В

327 (400-11/4)

374 (400-11/4)

**RW31** 

CATEGORY

DA

DA

I PV

LNAV/

VNAV

LNAV MDA

**CIRCLING** 

600

6.1 NM

460-11/4

440 (500-11/4) 520-11/2

500 (500-11/2)

MIAMI

L-21D, 23B

JACKSONVILLE

MIAMI

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ARCADIA MUNI
                (XØ6) 1 SE UTC-5(-4DT) N27°11.52' W81°50.24'
  60 B S4 FUEL 100LL NOTAM FILE PIE
  RWY 05-23: H3700X75 (ASPH) MIRL
    RWY 05: Road.
                       RWY 23: Fence
  RWY 13-31: 2780X140 (TURF)
                                       RWY 31: Thid dsplcd 775'. Trees.
    RWY 13: Thid dsplcd 775', Fence.
  AIRPORT REMARKS: Attended 1400-2200Z‡. Parachute Jumping. Rwy 13-31 dsplcd thids marked with three yellow
    painted tires. Rwy 13-31 outlined by yellow tires. Arpt rotating bcn OTS indef. ACTIVATE MIRL Rwy 05-23-CTAF.
  COMMUNICATIONS: CTAF/UNICOM 123.0
  RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
    LA BELLE (L) VORTAC 110.4 LBV Chan 41 N26°49.69′ W81°23.49′
                                                                      311° 32.3 NM to fld. 30/01E.
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5 N UTC-5(-4DT) N29°37.14′ W82°30.53′

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(ØJ8)
90 FUEL 100LL NOTAM FILE GNV
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**ARCHER** 

FLYING TEN

RWY 18-36: 3200X170 (TURF) LIRL (NSTD)

RWY 18: Trees. RWY 36: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z‡. After hrs call 352-495-1190. Rwy 18-36 marked with white cones and white metal ground markers. For rwy lgts call 352-495-2559 or 352-495-1190, Rwy 18-36 NSTD LIRL: NSTD spacing of rwy lgts and lgts are of very low ints.

COMMUNICATIONS: CTAF 122 9

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ARTHUR DUNN AIRPARK
                       (See TITUSVILLE)
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AVON PARK EXECUTIVE (AVO) 2 W UTC-5(-4DT) N27°35.48′ W81°31.74′

160 B S4 FUEL 100LL, JET A NOTAM FILE PIE RWY 05-23: H5374X100 (ASPH) S-26 MIRL

RWY 05: REIL. PAPI(P4L)-GA 3.0° TCH 45'. Trees. RWY 23: REIL, PAPI(P4L)—GA 3.0° TCH 45', Thid dspicd 1044'. Road.

RWY 10-28: H3844X75 (ASPH) S-10 RWY 10: PAPI(P4L), P-line. RWY 28: PAPI(P4L). Fence. AIRPORT REMARKS: Attended 1230-2230Z‡. Parachute Jumping. Trees

in transition zone AER 28 S side. Rwy 10-28 cracking with grass

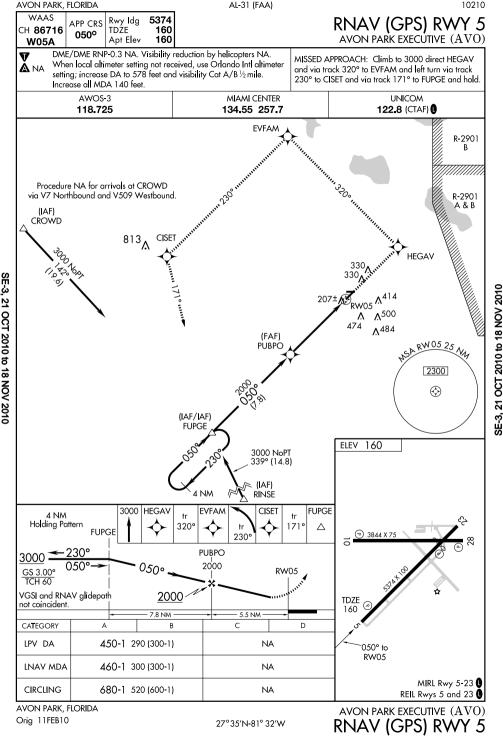
growing thru cracks, MIRL Rwy 05-23 preset low ints dusk-dawn: to increase ints and activate twy Igts, REIL Rwys 05 and 23-CTAF. WEATHER DATA SOURCES: AWOS-3 118,725 (863) 453-4223.

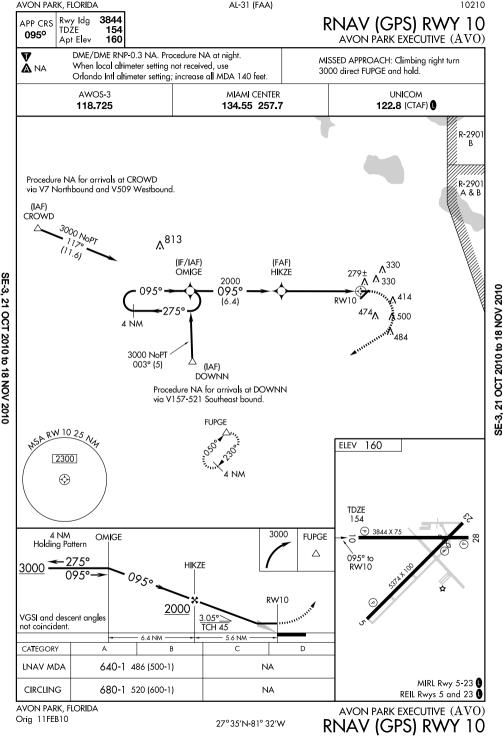
COMMUNICATIONS: CTAF/UNICOM 122.8 (R) MIAMI CENTER APP/DEP CON 134.55 RADIO AIDS TO NAVIGATION: NOTAM FILE MIA

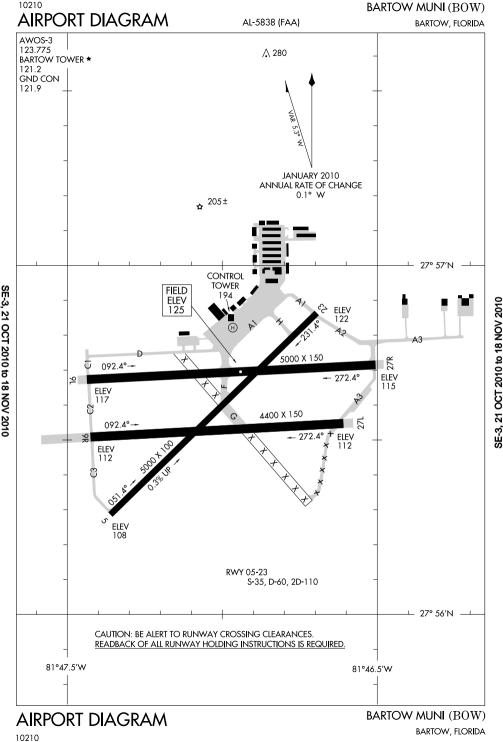
LA BELLE (L) VORTAC 110.4 LBV Chan 41 N26°49.69'

W81°23.49' 350° 46.2 NM to fld. 30/01E.

H-8H, L-21D, 24F IAP 03 03 03 ß Baseball Field







FI ORIDA

4 NE

0.3% up NE

RWY 27L: Tree.

(BOW)

RWY 05-23: H5000X100 (ASPH)

MIRL

RWY 09R-27L: H4400X150 (ASPH)

125 B S4 FUEL 100LL, JET A NOTAM FILE BOW RWY 09L-27R: H5000X150 (ASPH) MIRL

S-35, D-60,

RWY 09L: REIL. PAPI(P4L)-GA 3.0° TCH 44'. Tree. RWY 27R: REIL. PAPI(P4L)-GA 3.0° TCH 32'. Tree.

H-8H, L-21D, 24F

MIAMI

IAP. AD

times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.

68

BARTOW MUNI

2D-110

RWY 09R: Tree.

RWY 05: REIL. PAPI(P4L)-GA 3.5° TCH 49'. Tree. RWY 23: REIL. PAPI(P4L)-GA 3.5° TCH 46'. Tree. AIRPORT REMARKS: Attended 1230-2230Z±. 100LL avbl 24 hrs with credit card. Aerobatic practice area surface to 5000 ft parallel to and including a portion of Rwy O9R-27L SR-SS. Wildlife invof arpt. REIL Rwy 05, Rwy 23, Rwy 09L and Rwy 27R ops when MIRL Rwys 05-23 and 09L-27R high ints only. ACTIVATE MIRL Rwy

UTC-5(-4DT)

UTC-5(-4DT) N27°56.60′ W81°47.01′

05-23 and Rwy 09L-27R, PAPI Rwy 09L, Rwy 27R, Rwy 05 and Rwv 23 and wind cone-CTAF. WEATHER DATA SOURCES: AWOS-3 123.775 (863) 533-9004. COMMUNICATIONS: CTAF 121.2 UNICOM 122.95 (R) TAMPA APP/DEP CON 120.65 119.9 TOWER 121.2 121.5R (1230-2230Z‡) **GND CON 121.9** 

LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ COMM/NAV/WEATHER REMARKS: During twr hrs monitor AWOS for ATIS information. Twr clsd Easter; Thanksgiving; Christmas: and other holidays by NOTAM.

NOTAM FILE MIA

RWY 09-27: H3750X50 (ASPH) RWY 09: Thid dsplcd 225'. P-line.

BELLE GLADE STATE MUNI

p-lines in apch.

14

BLOUNTSTOWN

ପ୍ରସ 03 03 03 AIRSPACE: CLASS D svc 1230-2230Z‡ except Easter, Thanksgiving, Christmas, and other holidays by NOTAM other 101° 12.5 NM to fld. 135/01E.

length, many reflectors missing, markings faded, no twy hold line markings on Rwy 09. Rwy 09 ngt ldgs not advised due to unlgtd

RWY 27: Thid dspicd 75', Pole.

COMMUNICATIONS: CTAF 122.9

AIRPORT REMARKS: Unattended. Rwy 09-27 ravelling; small rocks and

grvl on rwy. Rwy 09-27 marked with reflective markers entire

(X1Ø) 1 NE

RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.

PAHOKEE (H) VORTAC 115.4

PHK Chan 101 N26°46.96' W80°41.49' 162° 5.3 NM to fld. 16/00E. HIWAS.

thId marked with three white tires either side of rwy.

# N26°41.90′ W80°39.65′ MIAMI I-23C €3 Œ €3 <3 <u>|</u> Œ €3 ∢ Œ 3750 X 50

### CALHOUN CO (F95) 5 NW 118 FUEL 100LL NOTAM FILE GNV

UTC-6(-5DT) N30°29.21' W85°06.84' RWY 35: Tree.

NEW ORLEANS

RWY 17-35: 2859X75 (TURF)

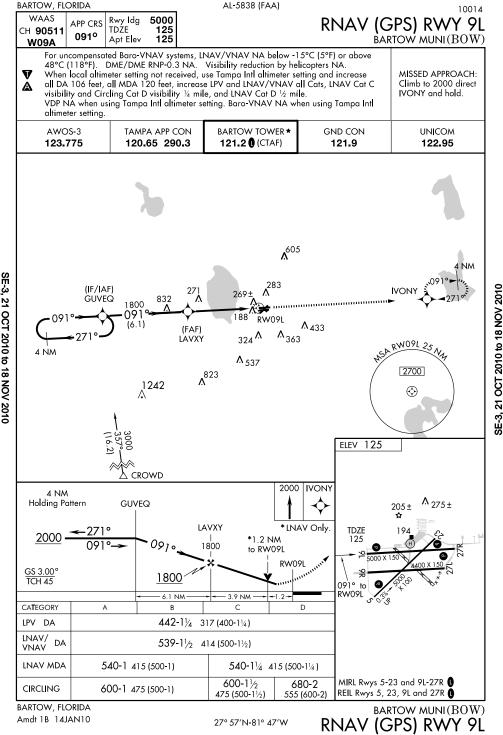
RWY 17: Thid dspicd 440'. Tree.

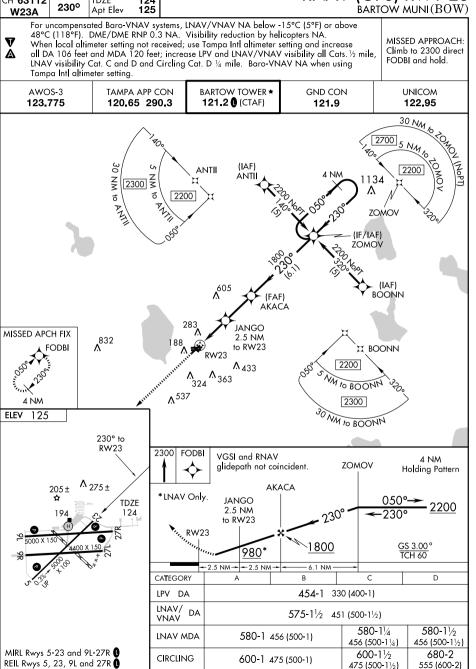
AIRPORT REMARKS: Unattended, Rwy 17-35 marked with white tires every 200' along entire rwy length, Rwy 17 dsplcd

COMMUNICATIONS: CTAF 122.9

BOB LEE FLIGHT STRIP (See DELAND) BOB SIKES (See CRESTVIEW)

SE-3, 21 OCT 2010 to 18 NOV 2010





BARTOW, FLORIDA Orig-B 14JAN10

SE-3,

, 21 OCT 2010 to 18 NOV 2010

BARTOW MUNI(BOW) 27° 57′N-81° 47′W RNAV (GPS)

475 (500-11/2)

BARTOW, FLORIDA AL-5838 (FAA) 10014 WAAS RNAV (GPS) RWY 27R 5000 Rwy Idg APP CRS TDŹE 125 CH 82412 271° Apt Elev 125 BARTÓW MUNI(BOW) **W27A** DME/DME RNP-3.0 NA. Visibility reduction by helicopters NA. VDP NA when using Tampa Intl altimeter setting. When local altimeter setting not received, use Tampa Intl setting MISSED APPROACH: and increase all DA 106 feet and all MDA 120 feet, increase LPV and LNAV/VNAV visibility Climb to 2000 direct all Cats. ½ mile, increase LNAV visibility Cat. C and D ¼ mile, and Circling visibility Cat. GUVEQ and hold. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Tampa Intl altimeter setting. BARTOW TOWER ★ AWOS-3 TAMPA APP CON **GND CON** UNICOM 123.775 120.65 290.3 **121.2** (CTAF) 121.9 122.95 Procedure NA for arrival on LAL VORTAC via airway radials 046 CW 153. ۸<sup>605</sup> LAKELAND LAL 2000 to IVONY - 0980 -(FAF) 091 (24)ČEZBA 229± 1800 832 271 **GUVEQ** (6.1)188 (IF/IAF) IVONY 324 A ۸ <sub>363</sub> 4 NM RW27R 25 Nz ۸ <sub>537</sub> ^823 1242 2700 Λ  $\bigcirc$ ELEV 125 2000 **GUVEQ** 4 NM IVONY Holding Pattern ^ <sub>275 ±</sub> 205± **CEZBA TDZE** \* LNAV Only 125 194 \*1.4 NM North RW27R to RW27R GS 3.00° 1800 271° to TCH 35 RW27R 6.1 NM 3.8 NM CATEGORY В D LPV DA 470-11/4 345 (400-11/4) LNAV/ 530-11/2 405 (500-11/2) DA VNAV 580-11/4 580-1<sup>1</sup>/<sub>2</sub> LNAV MDA 580-1 455 (500-1) 455 (500-11/4) 455 (500-11/2) MIRL Rwys 5-23 and 9L-27R 1 600-11/2 680-2

BARTOW, FLORIDA Amdt 1A 14JAN10

REIL Rwys 5, 23, 9L and 27R 1

SE-3, 21 OCT 2010 to 18 NOV 2010

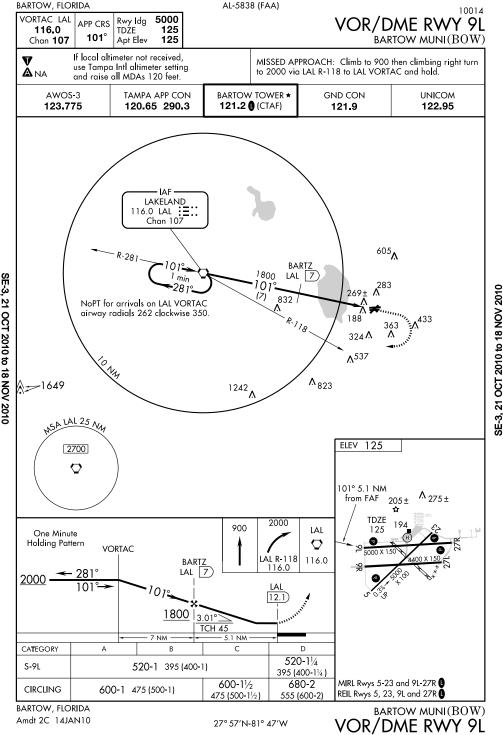
BARTOW MUNI(BOW) RNAV (GPS) RW

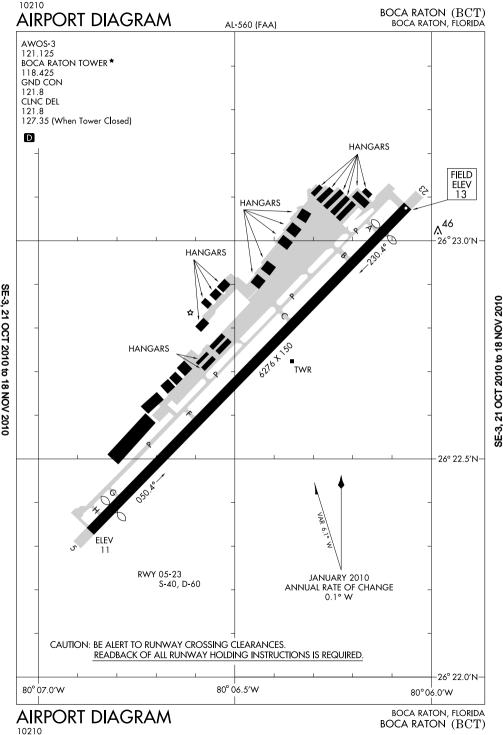
475 (500-11/2)

600-1 475 (500-1)

CIRCLING

555 (600-2)





NOTAM FILE MIA

TPA-1013(1000)

LDA-5898

**BOCA CHICA FLD** (See KEY WEST NAS)

BOB WHITE FLD

BOCA RATON (BCT) 2 NW UTC-5(-4DT) N26°22.71′ W80°06.46′

В S4 FUEL 100LL, JET A OX 1, 2 RWY 05-23: H6276X150 (ASPH-GRVD) S-40, D-60

(See ZELLWOOD)

RWY 05: REIL. PAPI(P4R)—GA 3.0° TCH 40'. Thid dspicd 696'.

Trees.

RWY 23: REIL. PAPI(P4L)-GA 3.0° TCH 40'. Thid dsplcd 378'. Fence. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION RWY 05: TORA-6276 TODA-6276

RWY 23: TORA-6276 TODA-6276

AIRPORT REMARKS: Attended continuously, Birds on and invof arpt. Touch and go ldgs voluntarily restricted to Mon-Fri 1400-2200Z‡, voluntary restriction no stop and go ldgs or intersection departures. FBO uses freg 131.65 and 131.95 for corporate and

ASDA-6276

ASDA-6276

jet acft. Regular UNICOM FREQ is 118.425. Voluntary noise abatement procedures in effect all times all acft. Voluntary curfew 0300-1200Z‡. Use NBAA standard noise abatement apch and dep procedures. All acft use recommended departures: Rwy 05 left turn 360° stay W of interstate to 1500', Rwy 23 right turn heading 255° as soon as practicable after passing rwy end to

abatement info call 561-391-2202. Rwy 05 left turn out within 1/2 mile and proceed on course W of I-95. Arriving Rwy 23 remain W of I-95 until as close in as practicable to avoid overflight of residential area. Rwy 23 departures turn to 255° as soon as practicable after passing rwy end. Noise sensitive arpt. When twr clsd MIRL Rwy 05-23 preset med ints and REIL Rwy 05 and Rwy 23 opr continuously. NOTE: See Special Notices-Aircraft Restrictions.

1500' avoid residential areas, overfly mall area. For noise

WEATHER DATA SOURCES: AWOS-3 121.125 (561) 391-2696. LAWRS. COMMUNICATIONS: CTAF 118.425

(R) PALM BEACH APP/DEP CON 125.2 CLNC DEL 127.35 (when BCT twr clsd) TOWER 118.425 (1200-0400Z±) GND CON 121.8

AIRSPACE: CLASS D svc 1200-0400Z±, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PBI. PALM BEACH (H) VORTAC 115.7 PBI Chan 104 N26°40.80′ W80°05.19′ 187° 18.1 NM to fld. 19/03W.

BONIFAY TRI-CO (1JØ) 6 NE UTC-6(-5DT) N30°50.75′ W85°36.08′

S2 FUEL 100LL, JET A. MOGAS NOTAM FILE MAI

RWY 01-19: H4000X75 (ASPH) S-30 MIRL

RWY 01: PAPI(P2L). Tree. RWY 19: PAPI(P2L). Tree.

AIRPORT REMARKS: Attended 1500-0000Z±, Alligators or deer

occasionally on rwy. Extensive military helicopter ops dalgt hrs.

Rwy 01 has beaver pond first 500' W side. MIRL Rwy 01-19 preset med ints-CTAF.

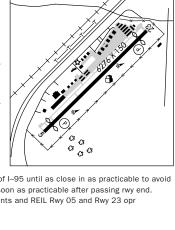
COMMUNICATIONS: CTAF/UNICOM 122.8 R CAIRNS APP/DEP CON 133.75 (Sun-Mon 1200-0500Z‡, Tue-Sat 24

hrs), other times ctc R JACKSONVILLE CENTER APP/DEP CON 134.3 RADIO AIDS TO NAVIGATION: NOTAM FILE MAI. MARIANNA (L) VORTAC 114.0 MAI Chan 87 N30°47.17'

W85°07.47' 278° 24.9 NM to fld. 120/00E.

NDB (MHW) 275 BKK N30°51.10′ W85°36.08′

at fld. NOTAM FILE GNV. NDB unmonitored 0400-1100Z‡.

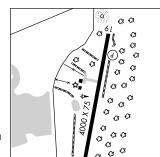


69

MIAMI

IAP, AD

H-81. L-23C



O C

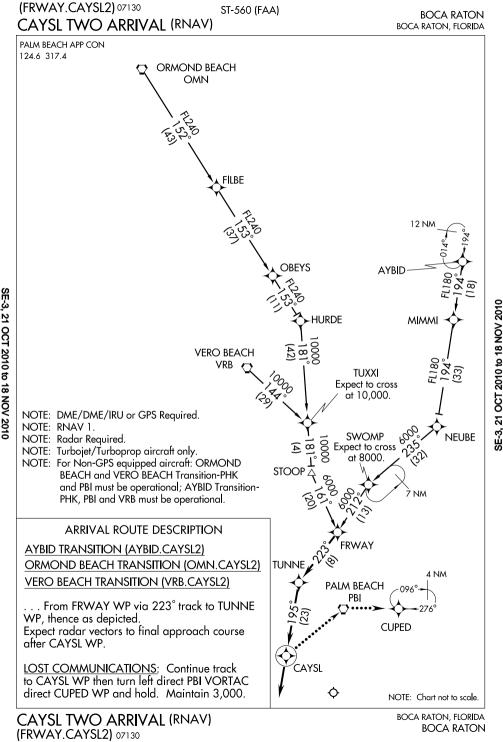
**3** 3

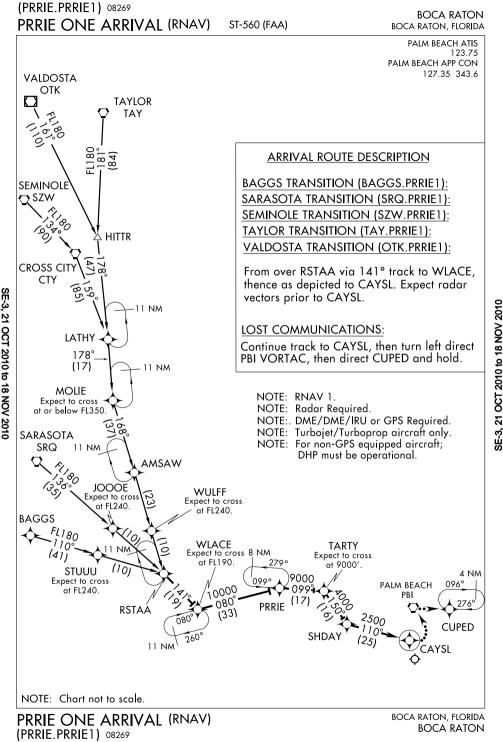
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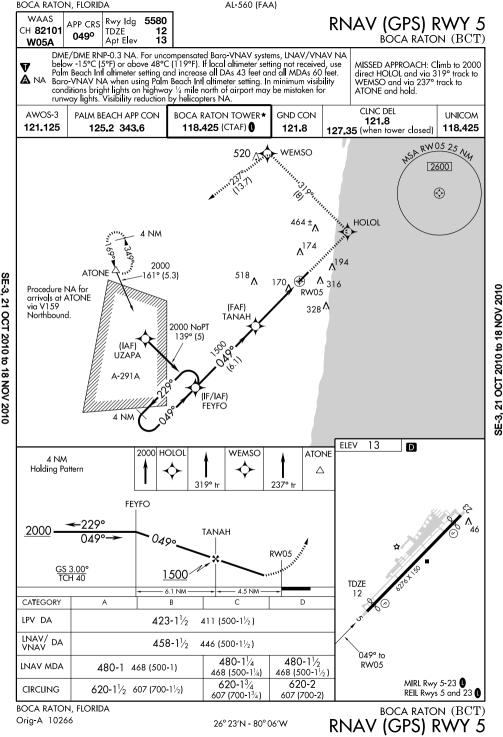
NEW ORLEANS

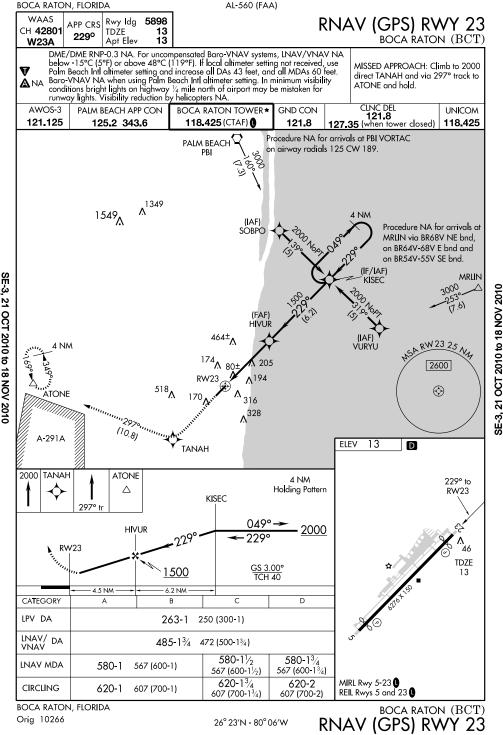
L-21C. 22I

IAP

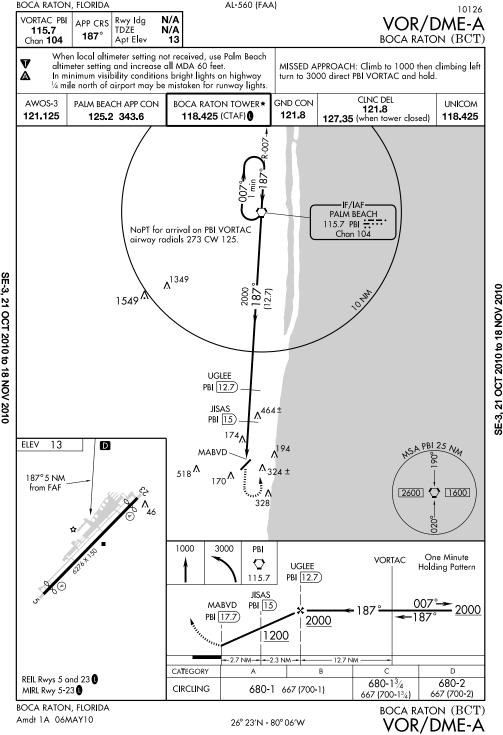








### PALM BEACH APP CON ARRIVAL DESCRIPTION 124.6 317.4 PAIM BEACH INTLATIS 123.75 ORMOND BEACH ORMOND BEACH TRANSITION (OMN.TUXXI1): 112.6 OMN **Ξ** Ξ From over OMN VORTAC via OMN R-147 to HURDE Chan 73 N29°18.20′ INT then via PBI R-359 to STOOP INT thence... W81°06.76′ VERO BEACH TRANSITION (VRB.TUXXI1): L-21-23-24, H-8 From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence... **FILBE** N28°42.14' W80° 40.60′ . . . From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course. **OBEYS** N28°10.51′ - W80°17.94′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL240 HURDE N28°01.51′ W80°11.55′ VERO BEACH 117.3 VRB ::: Chan 120 N27°40.71 W80° 29.38′ L-23-24, H-8 10000 TUXXI N27°19.08′ - W80°08.19′ 143 129) TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at 10,000' NOTE: Turbojets and (38 Turboprops only. NOTE: DME Required. STOOP N27°15.19′ - W80°07.88′ PAHOKEE 115.4 PHK ::: Expect Radar Vectors to Final Approach Chan 101 course. R-047 PALM BEACH WILLIAM P. GWINN 115.7 PBI **∺...** Chan 104 N26°40.80′ W80°05.19′ PALM BEACH INTL PALM BEACH COUNTY PARK BOCA RATON Ó NOTE: Chart not to scale.



NOTAM FILE MIA

TPA-1013(1000)

LDA-5898

69

MIAMI

IAP, AD

H-81. L-23C

**BOCA CHICA FLD** (See KEY WEST NAS)

BOB WHITE FLD

BOCA RATON (BCT) 2 NW UTC-5(-4DT) N26°22.71′ W80°06.46′

В S4 FUEL 100LL, JET A OX 1, 2 RWY 05-23: H6276X150 (ASPH-GRVD) S-40, D-60

RWY 05: REIL. PAPI(P4R)—GA 3.0° TCH 40'. Thid dspicd 696'.

Trees.

RWY 23: REIL. PAPI(P4L)-GA 3.0° TCH 40'. Thid dsplcd 378'.

Fence. Rgt tfc. RUNWAY DECLARED DISTANCE INFORMATION ASDA-6276

(See ZELLWOOD)

RWY 05: TORA-6276 TODA-6276

RWY 23: TORA-6276 TODA-6276 AIRPORT REMARKS: Attended continuously, Birds on and invof arpt.

Touch and go ldgs voluntarily restricted to Mon-Fri 1400-2200Z‡, voluntary restriction no stop and go ldgs or intersection departures. FBO uses freg 131.65 and 131.95 for corporate and

ASDA-6276

jet acft. Regular UNICOM FREQ is 118.425. Voluntary noise abatement procedures in effect all times all acft. Voluntary curfew 0300-1200Z‡. Use NBAA standard noise abatement apch and dep procedures. All acft use recommended departures: Rwy 05 left turn 360° stay W of interstate to 1500', Rwy 23 right turn heading 255° as soon as practicable after passing rwy end to

1500' avoid residential areas, overfly mall area. For noise abatement info call 561-391-2202. Rwy 05 left turn out within 1/2 mile and proceed on course W of I-95. Arriving Rwy 23 remain W of I-95 until as close in as practicable to avoid overflight of residential area. Rwy 23 departures turn to 255° as soon as practicable after passing rwy end.

continuously. NOTE: See Special Notices-Aircraft Restrictions. WEATHER DATA SOURCES: AWOS-3 121.125 (561) 391-2696. LAWRS. COMMUNICATIONS: CTAF 118.425

(R) PALM BEACH APP/DEP CON 125.2 CLNC DEL 127.35 (when BCT twr clsd) TOWER 118.425 (1200-0400Z±) GND CON 121.8

AIRSPACE: CLASS D svc 1200-0400Z±, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PBI. PALM BEACH (H) VORTAC 115.7 PBI Chan 104 N26°40.80′ W80°05.19′ 187° 18.1 NM to fld. 19/03W.

BONIFAY TRI-CO (1JØ) 6 NE UTC-6(-5DT) N30°50.75′ W85°36.08′

S2 FUEL 100LL, JET A. MOGAS NOTAM FILE MAI

RWY 01-19: H4000X75 (ASPH) S-30 MIRL

RWY 01: PAPI(P2L). Tree. RWY 19: PAPI(P2L). Tree. AIRPORT REMARKS: Attended 1500-0000Z±, Alligators or deer

occasionally on rwy. Extensive military helicopter ops dalgt hrs.

COMMUNICATIONS: CTAF/UNICOM 122.8

hrs), other times ctc

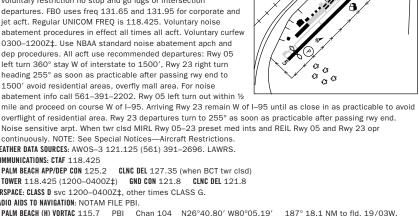
Rwy 01 has beaver pond first 500' W side. MIRL Rwy 01-19 preset med ints-CTAF.

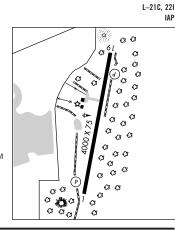
R CAIRNS APP/DEP CON 133.75 (Sun-Mon 1200-0500Z‡, Tue-Sat 24 R JACKSONVILLE CENTER APP/DEP CON 134.3

RADIO AIDS TO NAVIGATION: NOTAM FILE MAI. MARIANNA (L) VORTAC 114.0 MAI Chan 87 N30°47.17'

W85°07.47' 278° 24.9 NM to fld. 120/00E. NDB (MHW) 275 BKK N30°51.10′ W85°36.08′

at fld. NOTAM FILE GNV. NDB unmonitored 0400-1100Z‡.



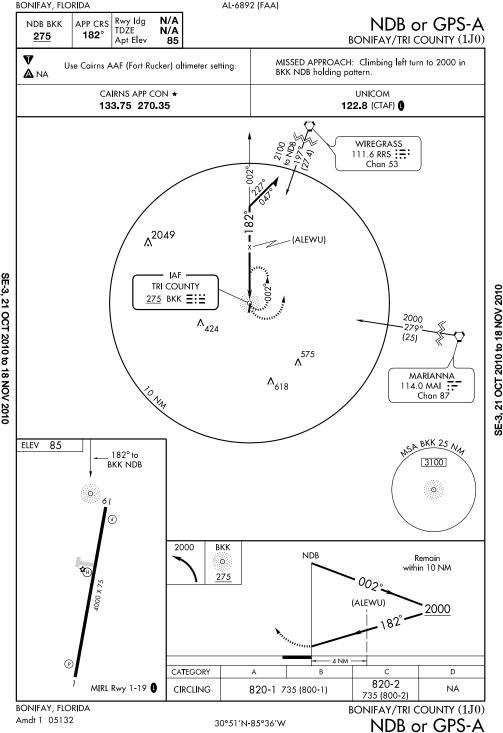


BROOKSVILLE N28°28.22' W82°27.49'

JACKSONVILLE I-21D 24F

NEW ORLEANS

IAP



70 **FLORIDA BROOKSVILLE** 

RWY 09: MALSR, PAPI(P4L), Trees.

thunderstorm/freezing rain report.

COMMUNICATIONS: CTAF/UNICOM 123.0

B S4 FUEL 100LL JET A OX 4 NOTAM FILE BKV

RWY 09-27: H7002X150 (CONC) S-90. D-130. 2S-165. 2D-230

RWY 03-21: H5015X150 (CONC) S-50, D-75, 2S-95, 2D-135

RWY 21. Tree AIRPORT REMARKS: Attended 1200-2300Z±, ACTIVATE PAPI Rwv 09 and 27-CTAF, MIRL Rwy 03-21 and Rwy 09-27 preset low ints

dusk-0300Z±, to increase ints and ACTIVATE after

WEATHER DATA SOURCES: ASOS 134.725 (352) 799-5881, Except

blo 5000'.

blo 5000'. PILOT COUNTRY

HERNANDO CO

MIRI RWY N3. Tree

0300Z±-CTAF.

R TAMPA APP/DEP CON 125.3 119.9 CLNC DEL 119.125 RADIO AIDS TO NAVIGATION: NOTAM FILE PIE. ST PETERSBURG (H) VORTAC 116.4 PIE Chan 111 N27°54.47' W82°41.06' 019° 36 NM to fld. 9/01E. HIWAS.

B S3 FUEL 100LL NOTAM FILE PIE

BROOKSVILLE RCO 122.3 (ST PETERSBURG RADIO)

(BKV) 6 SW UTC-5(-4DT) N28°28.42′ W82°27.33′

RWY 27: PAPI(P4L), Tree.

ILS 111.1 I-OSV Rwy 09. Class IB. ILS unmonitored. COMM/NAV/WEATHER REMARKS: HIWAS unusable 330°-151° bvd 25 NM

Industrial Park Corporate Airpark

MIRI

Rwv 3-21: 5015 X 150

JACKSONVILLE

**IACKSONVILLE** 

L-21D. 24F

IAP

H-8H, L-21D, 24F

RWY 18-36: H3700X75 (ASPH) LIRL RWY 18: Thid dsplcd 300'. Brush. RWY 36: Thid dspicd 900'. Road. AIRPORT REMARKS: Attended 1300-22307±.

COMMUNICATIONS: CTAF/UNICOM 122 8 RADIO AIDS TO NAVIGATION: NOTAM FILE PIE.

COMM/NAV/WEATHER REMARKS: HIWAS unusable 330°-151° byd 25 NM

ST PETERSBURG (H) VORTAC 116.4 PIE Chan 111 N27°54.47' W82°41.06' 020° 27.2 NM to fld. 9/01E. HIWAS.

(XØ5) 13 S UTC-5(-4DT) N28°19.82′ W82°29.79′

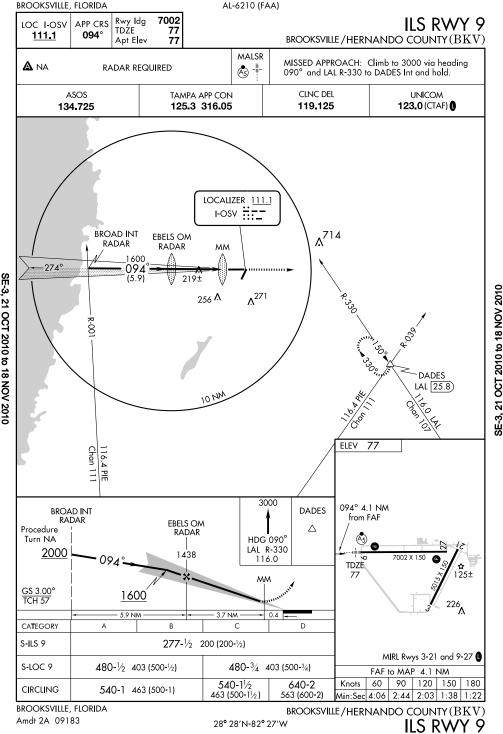
### BUCHAN (See ENGLEWOOD)

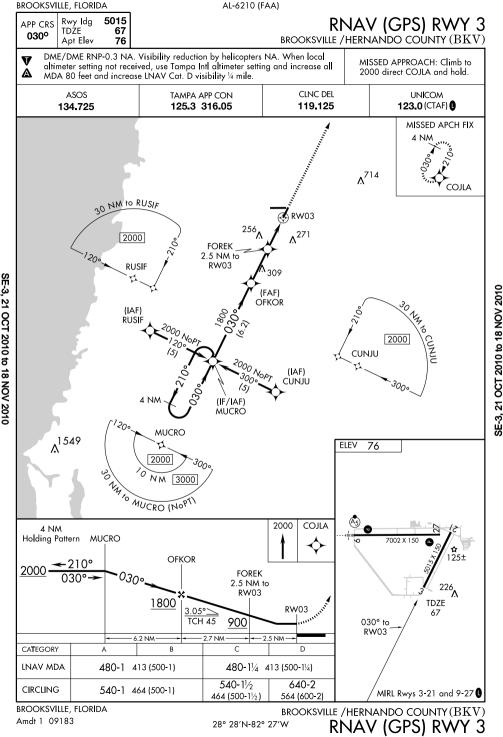
CALHOUN CO

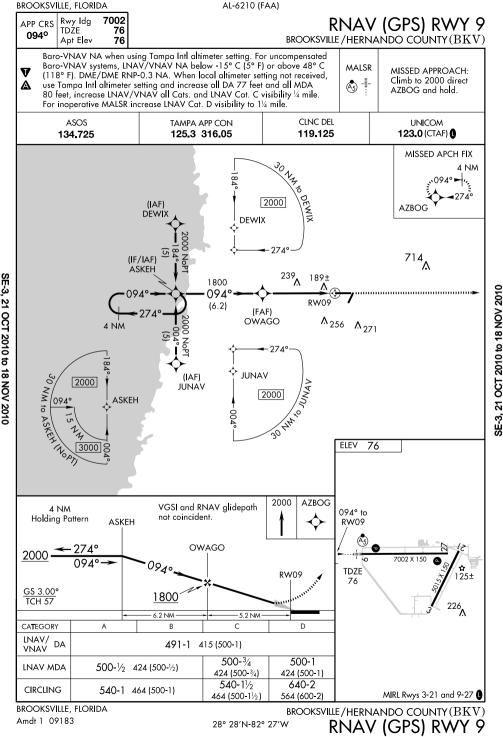
(See BLOUNTSTOWN)

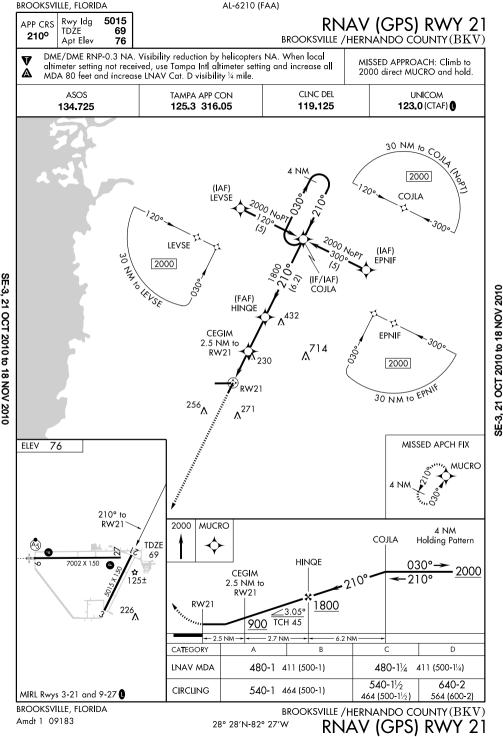
CALOO N26°30.97′ W81°57.01′ NOTAM FILE EMY

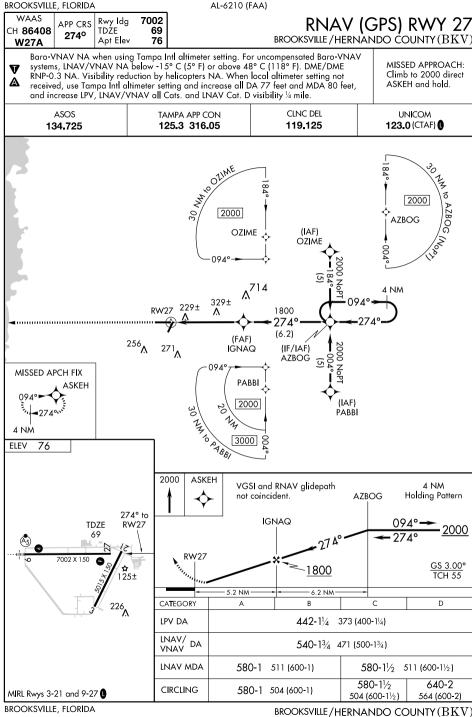
NDB (LOM) 341 FM 051° 6.3 NM to Page Fld. MIAMI











Amdt 1 09183

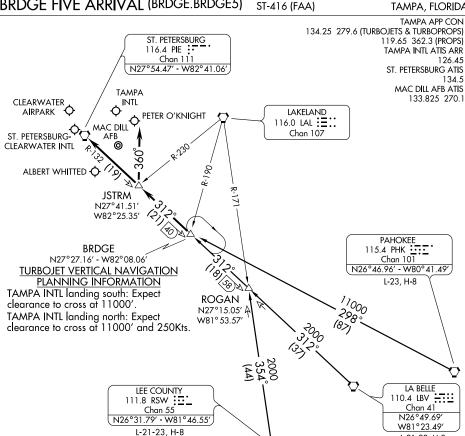
SE-3, 21 OCT 2010 to 18 NOV 2010

72 FLORIDA CEDAR KEY GEORGE T LEWIS (CDK) 1 W UTC-5(-4DT) N29°08.05′ W83°03.03′ JACKSONVILLE B NOTAM FILE GNV RWY 05-23: H2355X100 (ASPH) S-12.5 MIRL RWY 23: Thid dsplcd 338'. Road. RWY 05: VASI(V2L) AIRPORT REMARKS: Unattended. Seagulls on rwy. Arpt bcn OTS indef. 4' fence 125' from rwy centerline located 400' northeast of Rwy 23 thId and parallel to public road. ThId Igts damaged or missing. Arpt Igts unreliable. ACTIVATE MIRL Rwv 05-23-CTAF. **COMMUNICATIONS: CTAF 122.9** CHALET SUZANNE AIR STRIP (See LAKE WALES) CHARLOTTE CO (See PUNTA GORDA) CHOCTAW NOLF N30°30.01′ W86°57.00′ (NFJ) **NEW ORLEANS** AIRSPACE: CLASS D syc Mon-Fri 1200-0600Z‡ clsd Sat. Sun and holidays. H-7E. 8G. L-22H Other times CLASS G. CLEARWATER AIR PARK (CLW) 3 NE UTC-5(-4DT) N27°58.60' W82°45.53' MIAMI FUEL 100LL, JET A TPA-1071(1000) NOTAM FILE PIE L-21D. 24F RWY 16-34: H3500X75 (ASPH) MIRL RWY 16: VASI(V4L)-GA 3.5° TCH 26'. Thid dsplcd 300'. Trees. RWY 34: VASI(V4R)—GA 3.5° TCH 26'. Thid dsplcd 850'. Trees. Rgt tfc. AIRPORT REMARKS: Attended 1200-0200Z‡. Ldgs permitted 1200-0200Z‡, tkfs permitted 1200Z‡ until 1 hr after SS whichever is earlier. Full stop Idg only. Noise abatement procedures in effect ctc FBO 727-443-3433. ACTIVATE MIRL Rwv 16-34-CTAF. COMMUNICATIONS: CTAF/UNICOM 123.0 (R) TAMPA APP/DEP CON 125.3 RADIO AIDS TO NAVIGATION: NOTAM FILE PIE. ST. PETERSBURG (H) VORTAC 116.4 PIE Chan 111 N27°54.47′ W82°41.06′ 315° 5.7 NM to fld. 9/01E. **2AWIH** COMM/NAV/WEATHER REMARKS: HIWAS unusable 330°-151° byd 25 NM blo 5000'. **CLEWISTON** AIRGLADES (2IS) 5 W UTC-5(-4DT) N26°44.11' W81°03.06' MIAMI S2 FUEL 100LL, JET A NOTAM FILE MIA H-8H, L-23C RWY 13-31: H5903X75 (ASPH) S-12.5 IAP RWY 13: PAPI(P2L)-GA 3.0° TCH 35'. Rgt tfc. RWY 31: PAPI(P2L)-GA 3.0° TCH 35°. AIRPORT REMARKS: Attended continuously. Parachute Jumping. PAPI Rwy 13 and 31 opr continuous. ACTIVATE MIRL Rwv 13-31-CTAF. WEATHER DATA SOURCES: AWOS-3 124.175 (863) 983-7020. COMMUNICATIONS: CTAF/UNICOM 123.05 (R) MIAMI CENTER APP/DEP CON 132.45 RADIO AIDS TO NAVIGATION: NOTAM FILE MIA. LA BELLE (L) VORTAC 110.4 LBV Chan 41 N26°49.69' W81°23.49' 106° 19.1 NM to fld. 30/01E. COASTAL (See PENSACOLA) COSME N28°05.12′ W82°31.52′ NOTAM FILE TPA. IACKSONVILLE NDB (LOM) 368 TP 186° 6.6 NM to Tampa Intl. L-24F COSTIN (See PORT ST JOE) CRAIG N30°20.33′ W81°30.60′ NOTAM FILE CRG. JACKSONVILLE (H) VORTAC 114.5 CRG Chan 92 at Craig Muni. 40/03W. HIWAS. H-8H, L-21D, 23A, 24G, A RCO 122.1R 114.5T (GAINESVILLE RADIO)

RCO 122.2 122.45 (GAINESVILLE RADIO)

(See JACKSONVILLE)

CRAIG MUNI



LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

## TAMPA INTL:

NOTE: Chart not to scale.

- . . . RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.
- . . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . . From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

L-21-23, H-8

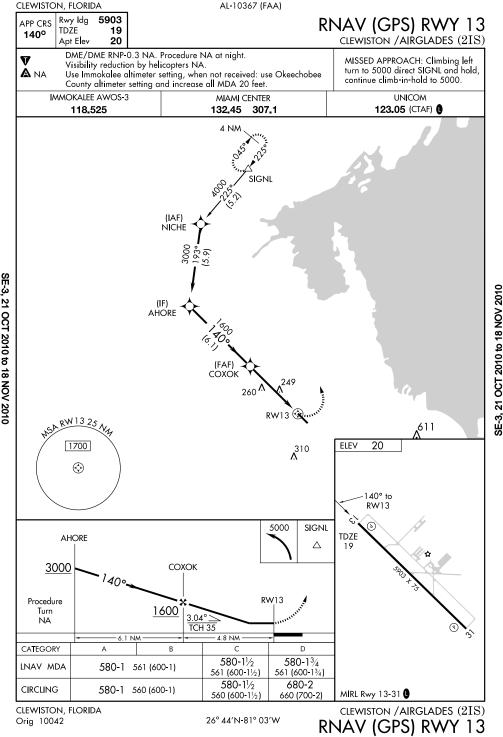
21 OCT 2010 to 18 NOV 2010

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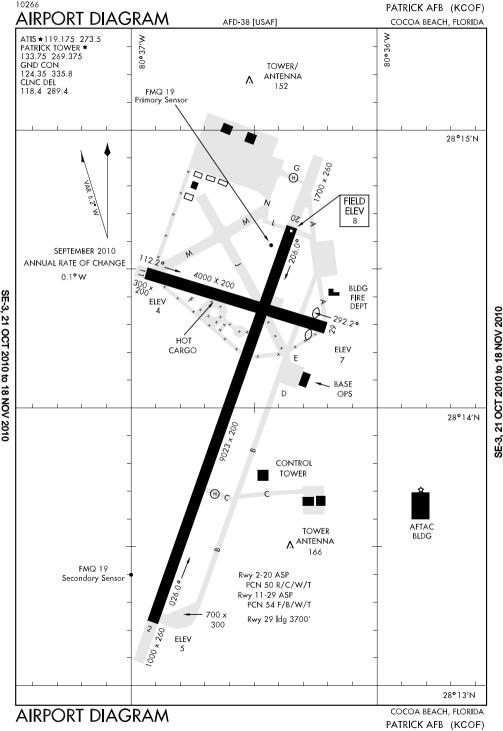
RCO 122.2 122.45 (GAINESVILLE RADIO)

(See JACKSONVILLE)

CRAIG MUNI



SE-3, 21 OCT 2010 to 18 NOV 2010



PATRICK AFB (COF)(KCOF) AF 3 S TPA—See Remarks Class I, ARFF Index A RWY 02-20: H9023X200 (ASHP-CONC-GRVD)

UTC-5(-4DT) N28°14.10′ W80°36.60′ **JACKSONVILLE** NOTAM FILE COF Not insp. H-81, L-24F PCN 50 R/C/W/T DIAP. AD

RWY 02: ALSF1. PAPI(P4L). RWY 20: PAPI(P4L). PCN 54 F/B/W/T RWY 11-29: H4000X200 (ASPH) RWY 11: PAPI(P4L). RWY 29: PAPI(P4L). Thid dspicd 300'. RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-9023 TODA-9023 RWY 20: TORA-9023 TODA-9023 MILITARY SERVICE: LGT Rwy 02-20 edge lgts are positioned approximately 30' from usable surface. Aircrews use

caution, non-std thld lgt Rwy 20. FUEL J8 FLUID SP PRESAIR LHOX LOX Opr 1300-0500Z‡, clsd holidays. All tran acft rgr Tran Alert assistance no arr later than 0430Z‡. MILITARY REMARKS: Opr 1300-0500Z‡. RSTD Acft turns on Rwy 02-20 restricted to conc ends. PPR for all acft, except EVAC, DSN 854-2222 C321-494-2222. East side Twy C clsd to jet acft. Run-on ldg/tkf conducted by rotary

POST (bldg 423, extension 7001) for COMSEC storage.

AIRSPACE: CLASS D svc 1300-0500Z‡, other times CLASS G.

0500-1300Z‡. No NOTAM MP Wed 0900-1500Z‡.

Rwy 20.

TOWER 133.75 269.375 (1300-0500Z±) GND CON 124.35 335.8

MLB

(83J) 10 NW UTC-6(-5DT) N30°31.91′ W87°23.12′

on and invof arpt. Rwy 18-36 length and width and dsplcd thlds marked with pavers.

TPA-527(500) NOTAM FILE GNV

asph entire length and western 80' turf entire length. ACTIVATE LIRL Rwy 18-36-CTAF.

(82J) 7 SW UTC-6(-5DT) N30°23.90′ W87°20.93′

LIRL

NOTAM FILE GNV

(R) ORLANDO APP/DEP CON 132.65 134.95 281.425 358.3

COMMUNICATIONS: ATIS 119.175 273.5

RADIO AIDS TO NAVIGATION: NOTAM FILE MLB. MELBOURNE (L) VOR/DME 110.0

I-COF

I-PKC

TPA-1010(900)

COMMUNICATIONS: CTAF/UNICOM 122.8

FUEL 100LL

RWY 18-36: H3200X200 (ASPH-TURF)

COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

CRESTVIEW (H) VORTACW

255/03F HIWAS

RWY 36: Tree.

115.9 CEW

RWY 18: Thid dsplcd 500'. Fence. Rgt tfc.

RWY 18-36: 2526X230 (TURF)

Chan 97 COF (115.0)

CLNC DEL 118.4 289.4

KING OPS 150.35 321.0

ILS 109.1

ILS 110.9

PENSACOLA COASTAL

FERGUSON

RWY 18: Tree.

wing acft equipped with skids rstd to Rwy 11-29 west of Rwy 02-20 and Twy B south of Twy C. CAUTION First 240'

Rwy 29 not visible from twr. Exercise caution due to extensive local general aviation acft over Melbourne Intl, 7 NM S of Patrick AFB during VFR weather conditions. Bird hazard potential exists. Migratory Season Phase II Oct

1-Mar 31. During Bird Watch Condition Moderate, tkf and ldg permission. During Bird Watch Condition Severe, tkf and ldg prohibited. Ctc TWR/GND/ATIS for current Bird Watch Condition Code. Rwy 11-29 has NSTD landing

PTD 139.3 372.2

PATRICK COMD POST (Call BARRIER) 138.3 383.0 (Global HF thru CAPE ROD) PMSV METRO 344.6

Chan 37 N28°06.32′ W80°38.12′

Rwy 02. Unmonitored 0500-1300Z‡. No NOTAM MP Tue 0900-1500Z‡.

COMM/NAV/WEATHER REMARKS: ILS Rwy 02 coupled/autoland ILS apch use caution, localizer signal not protected, possible interference. OM not installed, DME or RADAR rqr. Weather DSN 467-8484, C321-853-8484.

AIRPORT REMARKS: Attended 1500Z‡-SS. Extensive military helicopter opr at adjacent fld 1/4 mile N-E. Glider activity

AIRPORT REMARKS: Attended Mon-Sat 1500-0100Z‡, Sun 2000-2200Z‡. After hrs call 850-455-4171. Fuel avbl only during attendance hrs. Frequent flight demonstrations and preactive airshows at Pensacola NAS. Arpt lies within 3 NM of Pensacola NAS (Forrest Sherman Fld) NPA. Apch and dep N of the arpt. Rwy 18-36 eastern 40'

Chan 106 N30°49.57' W86°40.75'

Unmonitored 0500-1300Z‡. No NOTAM MP Thu 0900-1500Z‡.

RWY 36: Thid dspicd 360'. Fence.

**RESCUE OPS** 138.475 255.5

expect 1-2 hr delay, MISC Base OPS DSN 854-2222, C321-494-2222, fax C321-494-6442, WX DSN 467-8484, C321-853-8484. For backup support, ctc 26 OWS at C318-529-2651. Fleet svc not avbl. Rwy

zone touchdown box markings. Rwv 11-29 has both standard and assault landing zone markings. TFC PAT TPA—1500(1492) rectangular, 2000(1992) overhead. CSTMS/AG/IMG All acft rgr support ctc PTD with arr info 1 hr

MIRL

OIL 0-128-133-148

119

prior to Idg via direct air/gnd communications or telephone patch. Provide 2 hr notification Sat, Sun. If no notice

**NEW ORLEANS** 

**NEW ORLEANS** 

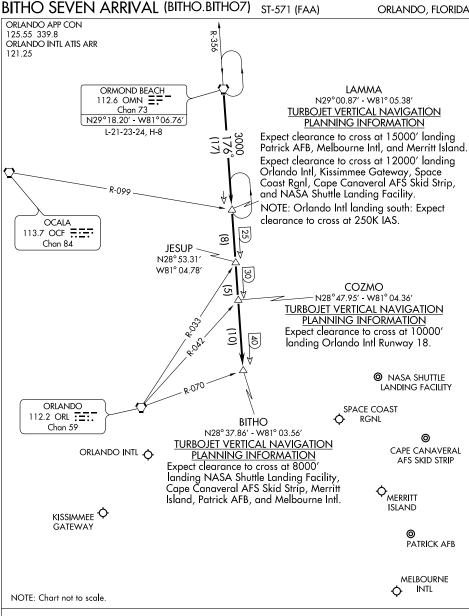
L-21C, 22H

02-20 mid 7000' asphalt. Rwy 02-20 first 100' grooved conc. No COMSEC storage avbl at AMOPS, ctc CMD

012° 7.9 NM to fld. 30/2W.

231°43.1 NM to fld.

N28°14.26′ W80°36.71′ at fld. 10/4W. NOTAM FILE COF. Unmonitored



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

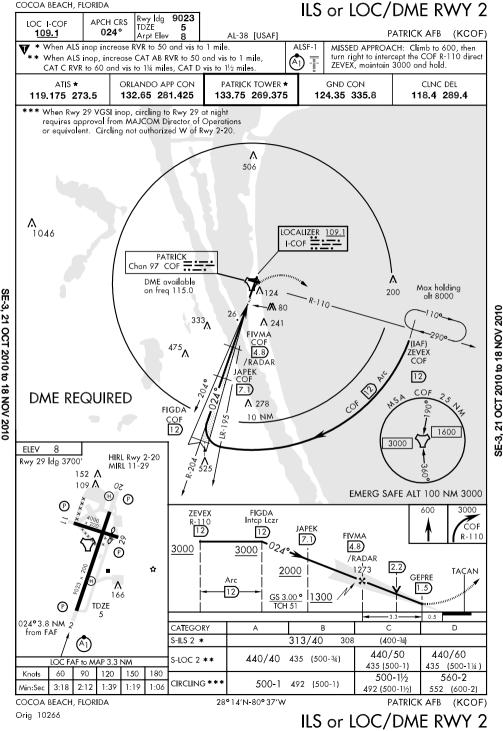
# COSTR TWO ARRIVAL (RNAV) (COSTR.COSTR2) 09239

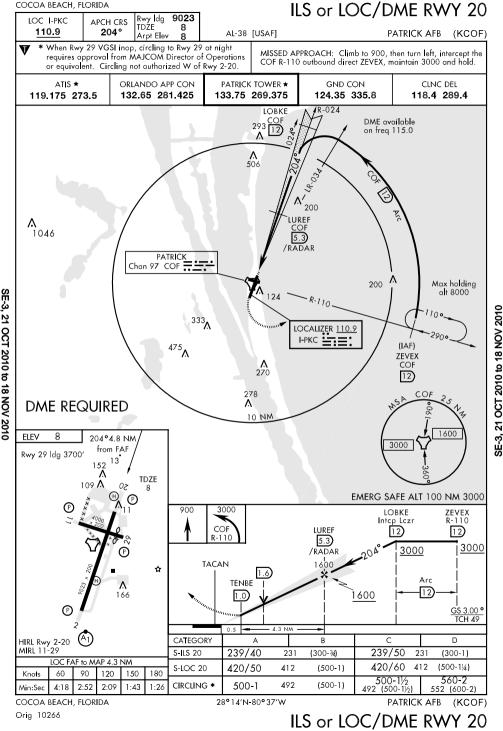
21 OCT 2010 to 18 NOV 2010

ORLANDO, FLORIDA
ORLANDO INTL

NOTE: Chart not to scale.

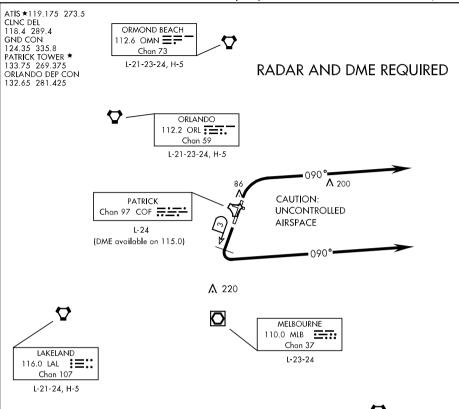
21 OCT 2010 to 18 NOV 2010





, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010



## DEPARTURE ROUTE DESCRIPTION

PAHOKEE 115.4 PHK Chan 101

L-23, H-5

Expect RADAR vectors to filed/assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

TAKE-OFF RWY 2: Cross DER at or above 10' AGL/18' MSL, track runway heading climb and maintain 2000. After departure end of runway, turn right heading 090°.

TAKE-OFF RWY 20: Cross DER at or above 20' AGL/25' MSL, track runway heading climb and maintain 2000. At COF TACAN 3 DME turn left heading 090°. Note: All aircraft shall not commence turn prior to 3 DME due to noise abatement. Aircraft should avoid Melbourne International Class D airspace.

NOTE: Chart not to scale.

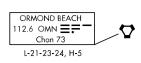
V

VERO BEACH

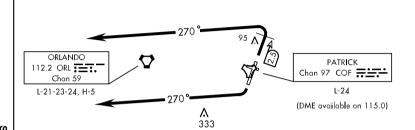
117.3 VRB Chan 120 L-24, H-5

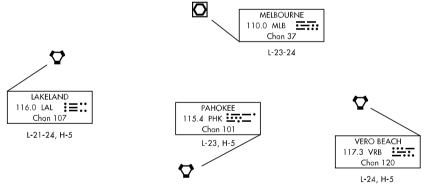
ATIS ★119.175 273.5 CLNC DEL 118.4 289.4 GND CON 124.35 335.8 PATRICK TOWER \* 133.75 269.375 ORLANDO DEP CON

132.65 281.425



# RADAR AND DME REQUIRED





NOTE: Chart not to scale

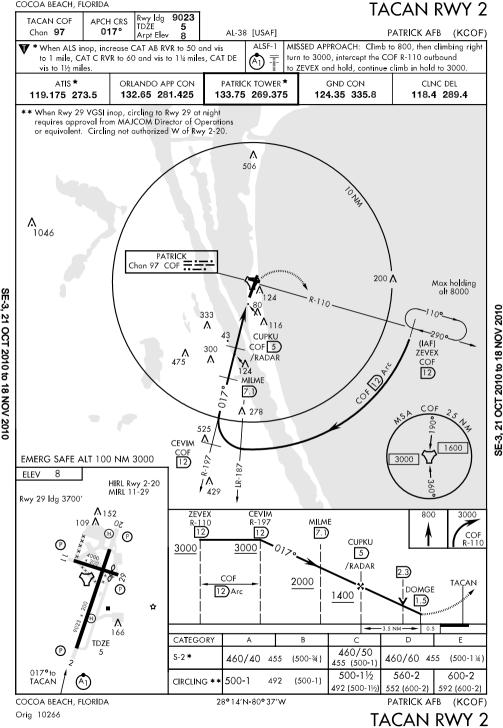
21 OCT 2010 to 18 NOV 2010

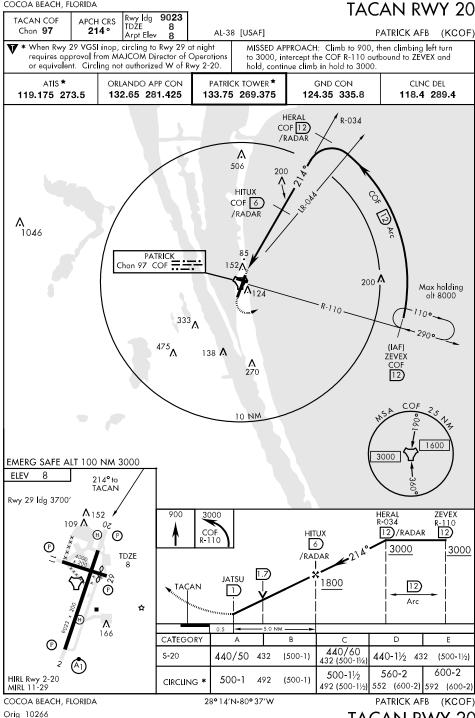
# DEPARTURE ROUTE DESCRIPTION

Expect RADAR vectors to filed/assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

TAKE-OFF RWY 2: Cross DER at or above 10' AGL/18' MSL, track runway heading climb and maintain 2000. At COF TACAN 2.5 DME turn left heading 270°. Note: All aircraft shall not commence turn prior to 2.5 DME due to noise abatement.

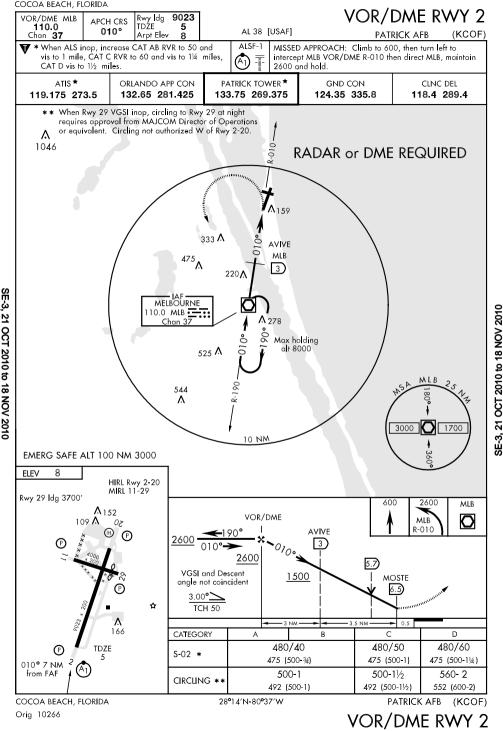
TAKE-OFF RWY 20: Cross DER at or above 20' AGL/25' MSL, track runway heading climb and maintain 2000. After departure end of runway turn right heading 270°.

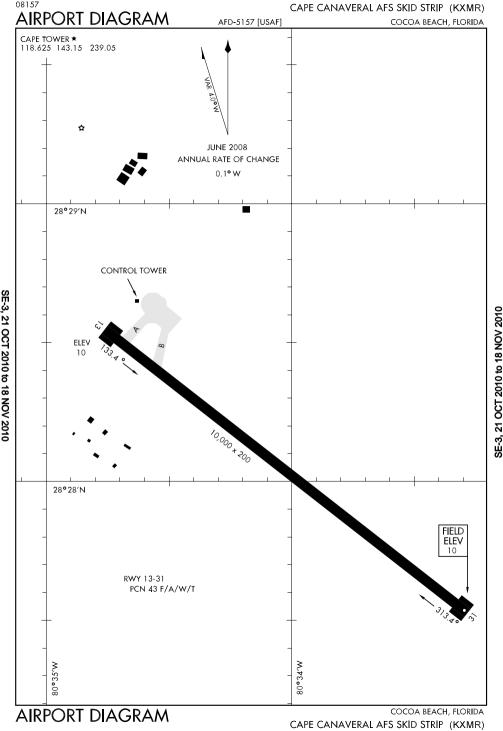




TACAN RWY 20

SE-3, 21 OCT 2010 to 18 NOV 2010





1000' aby and within a horizontal radius of 2000' from any space launch complex. CAUTION Many obstructions in vicinity of rwy. Bird hazard, Unmanned Aerial Systems (UAS) operations, Rwy 13-31 does not have payed overruns. IFC PAT TPA—Rectangular 1100 (1090), overhead 1600 (1590). CSTMS/AG/IMG: Avbl 1 hour prior notice Mon-Fri 1300-2200Z‡, other times 2 hour prior notice. PPR. MISC Official passengers only. No space A facilities avbl. Ltd parking. Wx observer avbl. other than as req. weekend 1130-1930Z±. For backup support, ctc 26 OWS at C318-529-2651. No classified materials storage avbl. Observation automated, FMQ-19 observation wx COMMUNICATIONS:

equipment in use 24hrs. Wx observation/forecast avbl 24 hrs via phone DSN 467-8484, C321-853-8484, No classified materials storage avbl. AM Ops DSN 467-4241, COMM 321-853-4241, FAX COMM 321-853-1521, R ORLANDO APP/DEP CON 134.95 281.425 TOWER 118.625 143.15 239.05 (No specific work hours Mon-Fri, clsd Sat, Sun and holidays) PMSV METRO (CAPE METRO) 344.6 (Terminal weather forecast not issued for KXMR, see KTTS or KCOF.) AIRSPACE: CLASS D syc no specific work hours Mon-Fri, clsd Sat, Sun and holidays, other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE COF. PATRICK (T) TACAN Chan 97 COF (115.0) N28°14.26′ W80°36.71′ 016° 14.0 NM to fld. 10/4W. Unmonitored 0500-1300Z‡, No NOTAM MP Wed 0900-1500Z‡,

CAPOK N27°59.71′ W82°42.23′ NOTAM FILE PIE MIAMI

NDB (LOM) 360 PI 172° 5.2 NM to St. Petersburg-Clearwater Intl. L-24F

CARRABELLE-THOMPSON

(X13) 3 W UTC-5(-4DT) N29°50.52′ W84°42.07′ JACKSONVILLE 20 B NOTAM FILE GNV

RWY 05-23: H4000X75 (ASPH) S-12.5

L-21D. 22I RWY 05: PAPI(P2L)-GA 2.3° TCH 40'. Trees. RWY 23: PAPI(P2L)—GA 2.3° TCH 40'. Tree.

AIRPORT REMARKS: Unattended, Autos occasionally use rwy for road, Lets on several twys OTS indef, ACTIVATE MIRL

Rwy 05-23 and PAPI Rwys 05 and 23-CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TLH. SEMINOLE (H) VORTAC 117.5 SZW Chan 122 N30°33.37′ W84°22.44′ 200° 46.0 NM to fld. 180/02E.

HIWAS.

CECIL FLD (See JACKSONVILLE)

CECIL N30°12.78′ W81°53.45′ NOTAM FILE VOO **JACKSONVILLE** 

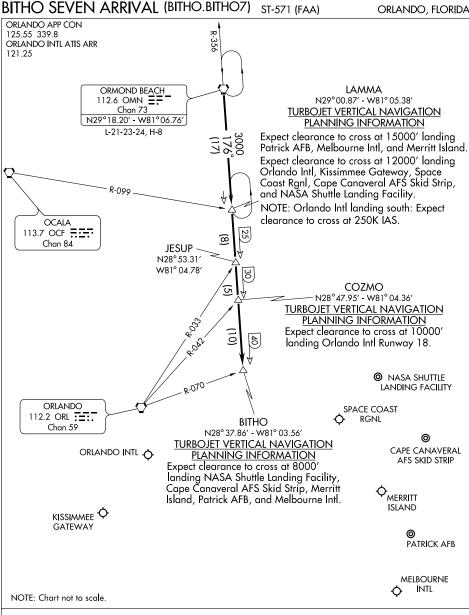
(H) VORW 117.9 VOO 087° 11.3 NM to Jacksonville NAS (Towers Fld). H-8H. 12F. L-21D. 24G. A VOR unusable:

166°-194° blo 12000'

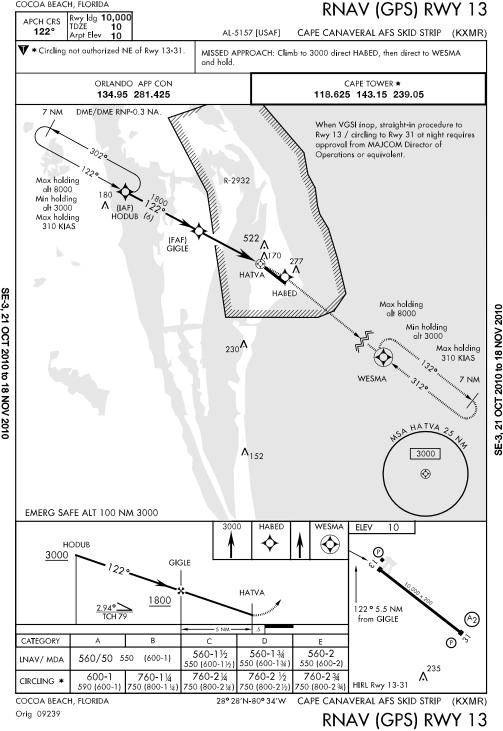
056°-064° blo 12000' 195°-214° blo 5000' 131°-134° blo 12000′ 291°-295° byd 10 NM blo 4000'

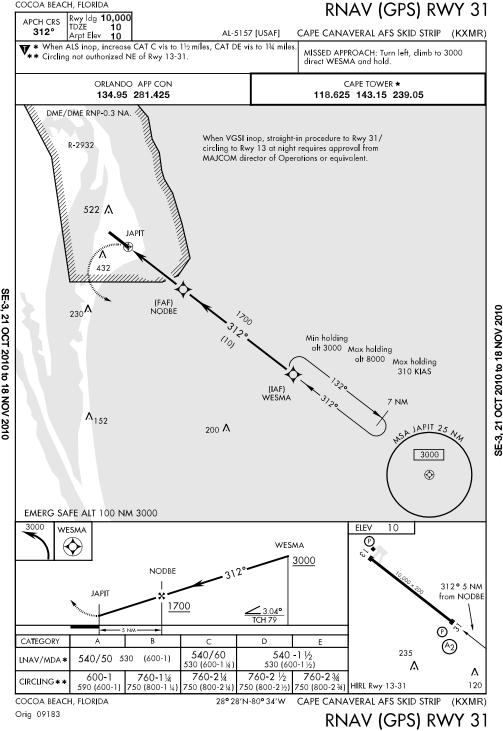
296°-345° blo 4000'

SE-3, 21 OCT 2010 to 18 NOV 2010



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.





NOTAM FILE CEW

NOTAM FILE GNV

(H) VORTACW 115.9 CEW Chan 106 106°8.6 NM to Bob Sikes. 255/03E. HIWAS.

H-6K, 8G, L-21C, 22H

73

NEW ORLEANS

NEW ORLEANS

H-6K, 8G, 9A, L-21C, 22H

**CRESTVIEW** BOB SIKES (CEW) 3 NE UTC-6(-5DT) N30°46.73' W86°31.33'

RCO 122.45 122.2 122.0 (GAINSVILLE RADIO)

CRESTVIEW N30°49 57' W86°40 75'

VOR unusable 264°-280°.

S4

FUEL 100LL, JET A, A1+ OX 1, 3 RWY 17-35: H8005X150 (ASPH) S-60, D-120, 2S-152, 2D-170

RWY 17: PAPI(P4R)—GA 3.0° TCH 40', Trees, 1.1% down

RWY 35: PAPI(P4R)—GA 3.0° TCH 52'. Trees. 0.4% up AIRPORT REMARKS: Attended continuously. For fuel after 0100Z‡ call

850-682-6811. PAEW adjacent to all twys indef. Arpt used by military for flight test and training. Extensive VFR military student instrument training conducted in all quadrants of Crestview

navaids, Arriving VFR acft should monitor 122,95, Touch and go

ldgs not recommended; expedite turn off as soon as possible. Noise abatement procedures: departing acft maintain rwy heading

to 700 ft MSL before turning. Parallel twy lgts OTS indef. ACTIVATE MIRL Rwy 17-35-CTAF. WEATHER DATA SOURCES: ASOS 119.275 (850) 682-1237. HIWAS 115.9 CEW. COMMUNICATIONS: CTAF/UNICOM 122.95

CRESTVIEW RCO 122.45 122.2 122.0 (GAINSVILLE RADIO) (R) FRI IN APP/NFP CON 124 05 AIRSPACE: CLASS E svc 1200-0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW. CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57'

W86°40.75′ 106° 8.6 NM to fld. 255/03E. HIWAS. KOBRA NDB (LOM) 201 CE N30°51.17′ W86°32.20′

I-CEW Rwy 17. Autopilot coupled approaches not authorized.

CROSS CITY (CTY) 1 E UTC-5(-4DT) N29°38.13′ W83°06.29′ FUEL 100LL, JET A NOTAM FILE GNV

### RWY 04-22: H5005X75 (ASPH) S-13 RWY 04: PAPI(P2L)-GA 3.0° TCH 38'. Trees. RWY 22: PAPI(P2L)-GA 3.0° TCH 38'. Tree.

RWY 13-31: H5001X100 (ASPH) S-13 MIRL RWY 13: REIL, PAPI(P2L)-GA 3.0° TCH 38', Tree.

RWY 31: REIL. PAPI(P2L)-GA 3.0° TCH 38'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z‡. ACTIVATE MIRL Rwy 04-22

and Rwv 13-31 and REIL Rwv 13 and Rwv 31-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.1R 112.0T (GAINESVILLE RADIO)

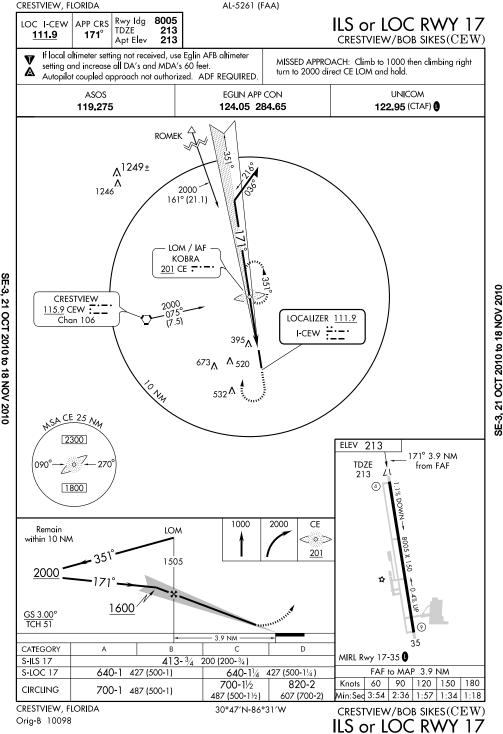
(R) JAX CENTER APP/DEP CON 127.8 RADIO AIDS TO NAVIGATION: NOTAM FILE GNV. (L) VORTAC 112.0 CTY Chan 57 N29°35.94'

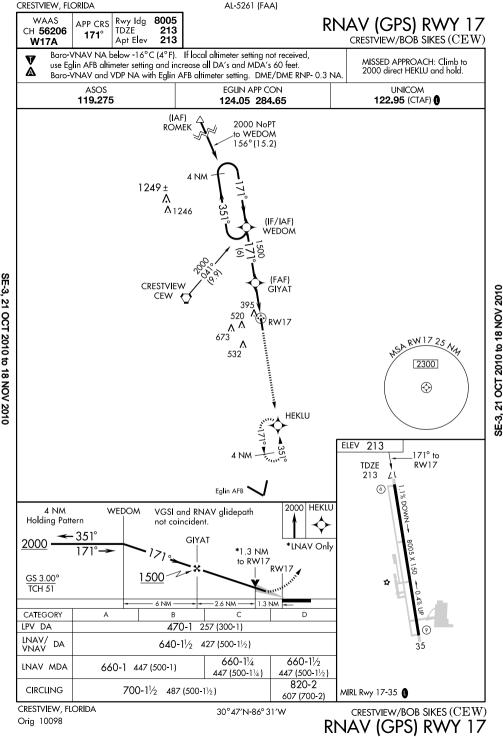
W83°02.92' 309° 3.7 NM to fld. 30/02W.

Residential Area

170° 4 5 NM to fld LOM KOBRA NDB. Glide slope unusable byd 5° both sides of course. **JACKSONVILLE** 

> H-8G, L-21D, 24G IAP **(3** €3 £3 03 03 03 a Ça





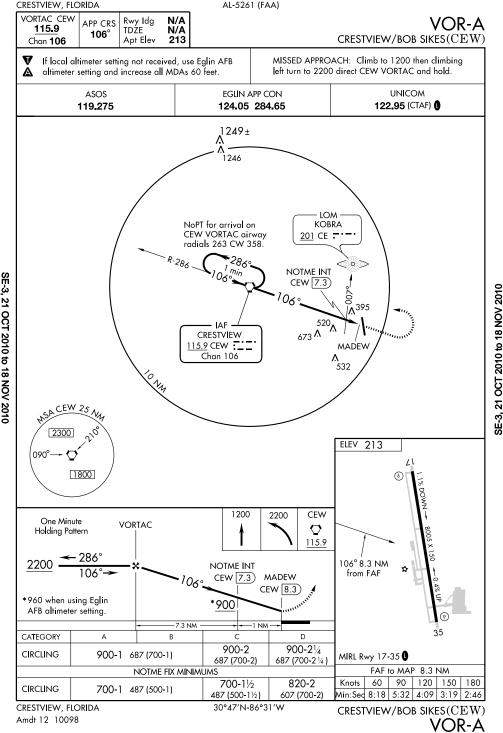
CRESTVIEW, FLORDIA AL-5261 (FAA) WAAS 8005 Rwy Ida RNAV (GPS) RWY 35 APP CRS CH 40208 TDŹE 163 351° CRESTVIEW/BOB SIKES (CEW)W35A Apt Elev 214 When local altimeter setting not received, use Eglin AFB altimeter setting and increase all DA/MDAs MISSED APPROACH: 60 feet, LPV all Cats and LNAV Cat D visibility ½ mile. Baro-VNAV NA when using Eglin AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above Climb to 2000 direct WEDOM and hold. 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. EGLIN APP CON UNICOM **ASOS** 119,275 124.05 284.65 122.95 (CTAF) ( <u>∧<sub>1246</sub></u> 4 NM SA RW 35 25 Nz VEDOM 2300  $\odot$ Procedure NA for arrivals at CEW VORTAC via V198 Westbound **CRESTVIEW** CEW RW35 673 210± \* ATC approval required from CEW VORTAC to HEKLU. ۸<sup>319±</sup> <sup>'</sup>532 (FAF) **GEBKE** R-2915A 351 (6) (IF/IAF) R-2914A ELEV 214 HEKLU ۷١ 2000 WEDOM VGSI and RNAV glidepath not coincident. 4 NM Holding Pattern HEKLU **GEBKE** RW35 GS 3.00° TCH 52 1600 **TDZE** 4.3 NM 6 NM CATEGORY 163 В D LPV DA 450-1 287 (300-1) 221± A 35 LNAV/ 491-11/4 328 (300-11/4) DA 351° to VNAV **RW35** LNAV MDA 580-1 417 (400-1) 580-11/4 417 (400-11/4) 700-1½ 820-2 CIRCLING 700-1 486 (500-1) MIRL Rwy 17-35 0 486 (500-11/2) 606 (700-2)

CRESTVIEW, FLORDIA Amdt 1 10098

SE-3, 21 OCT 2010 to 18 NOV 2010

30°47′N-86°31′W

RNAV (GPS) RWY 35



NOTAM FILE CEW

NOTAM FILE GNV

(H) VORTACW 115.9 CEW Chan 106 106°8.6 NM to Bob Sikes. 255/03E. HIWAS.

H-6K, 8G, L-21C, 22H

73

NEW ORLEANS

NEW ORLEANS

H-6K, 8G, 9A, L-21C, 22H

**CRESTVIEW** BOB SIKES (CEW) 3 NE UTC-6(-5DT) N30°46.73' W86°31.33'

RCO 122.45 122.2 122.0 (GAINSVILLE RADIO)

CRESTVIEW N30°49 57' W86°40 75'

VOR unusable 264°-280°.

S4

FUEL 100LL, JET A, A1+ OX 1, 3 RWY 17-35: H8005X150 (ASPH) S-60, D-120, 2S-152, 2D-170

RWY 17: PAPI(P4R)—GA 3.0° TCH 40', Trees, 1.1% down

RWY 35: PAPI(P4R)—GA 3.0° TCH 52'. Trees. 0.4% up AIRPORT REMARKS: Attended continuously. For fuel after 0100Z‡ call

850-682-6811. PAEW adjacent to all twys indef. Arpt used by military for flight test and training. Extensive VFR military student instrument training conducted in all quadrants of Crestview

navaids, Arriving VFR acft should monitor 122,95, Touch and go

ldgs not recommended; expedite turn off as soon as possible. Noise abatement procedures: departing acft maintain rwy heading

to 700 ft MSL before turning. Parallel twy lgts OTS indef. ACTIVATE MIRL Rwy 17-35-CTAF. WEATHER DATA SOURCES: ASOS 119.275 (850) 682-1237. HIWAS 115.9 CEW. COMMUNICATIONS: CTAF/UNICOM 122.95

CRESTVIEW RCO 122.45 122.2 122.0 (GAINSVILLE RADIO) (R) FRI IN APP/NFP CON 124 05 AIRSPACE: CLASS E svc 1200-0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW. CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57'

W86°40.75′ 106° 8.6 NM to fld. 255/03E. HIWAS. KOBRA NDB (LOM) 201 CE N30°51.17′ W86°32.20′

I-CEW Rwy 17. Autopilot coupled approaches not authorized.

CROSS CITY (CTY) 1 E UTC-5(-4DT) N29°38.13′ W83°06.29′ FUEL 100LL, JET A NOTAM FILE GNV

### RWY 04-22: H5005X75 (ASPH) S-13 RWY 04: PAPI(P2L)-GA 3.0° TCH 38'. Trees. RWY 22: PAPI(P2L)-GA 3.0° TCH 38'. Tree.

RWY 13-31: H5001X100 (ASPH) S-13 MIRL RWY 13: REIL, PAPI(P2L)-GA 3.0° TCH 38', Tree.

RWY 31: REIL. PAPI(P2L)-GA 3.0° TCH 38'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z‡. ACTIVATE MIRL Rwy 04-22

and Rwv 13-31 and REIL Rwv 13 and Rwv 31-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.1R 112.0T (GAINESVILLE RADIO)

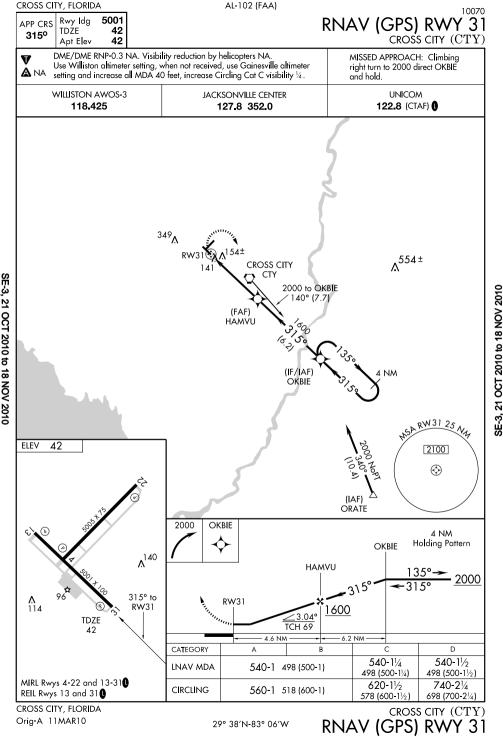
(R) JAX CENTER APP/DEP CON 127.8 RADIO AIDS TO NAVIGATION: NOTAM FILE GNV. (L) VORTAC 112.0 CTY Chan 57 N29°35.94'

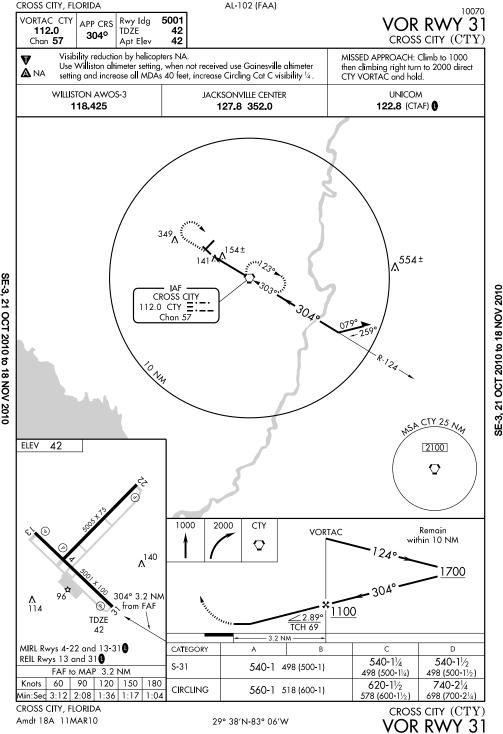
W83°02.92' 309° 3.7 NM to fld. 30/02W.

Residential Area

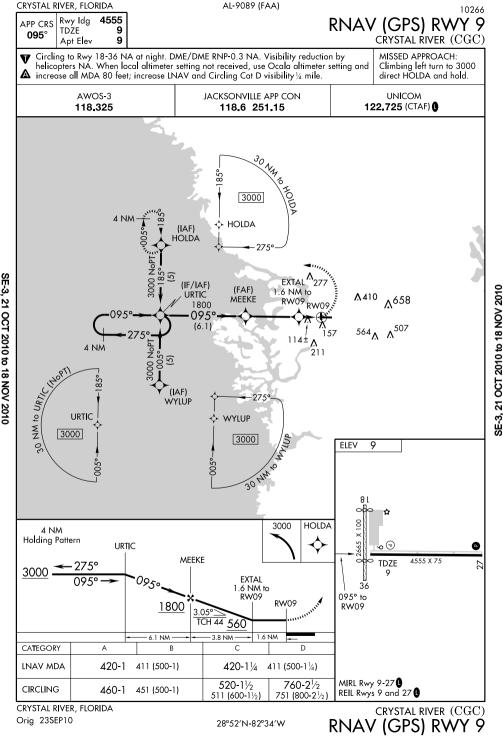
170° 4 5 NM to fld LOM KOBRA NDB. Glide slope unusable byd 5° both sides of course. **JACKSONVILLE** 

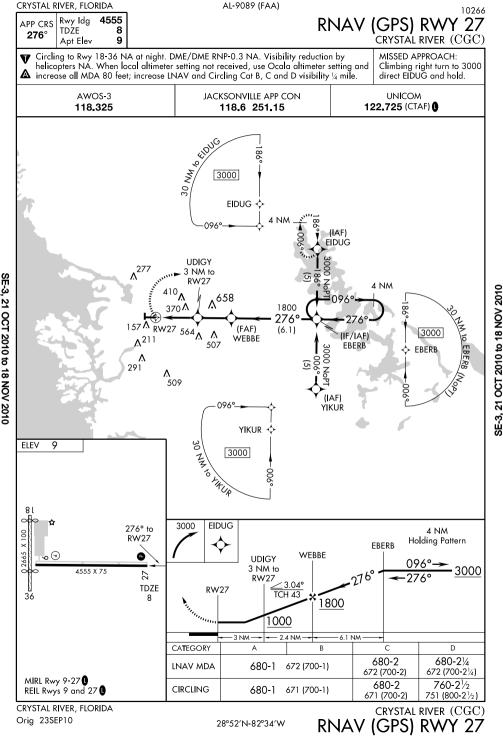
> H-8G, L-21D, 24G IAP **(3** €3 £3 03 03 03 a Ça

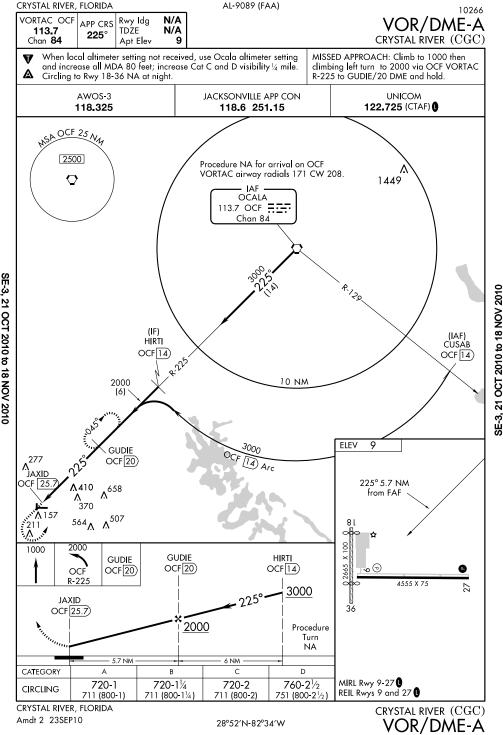


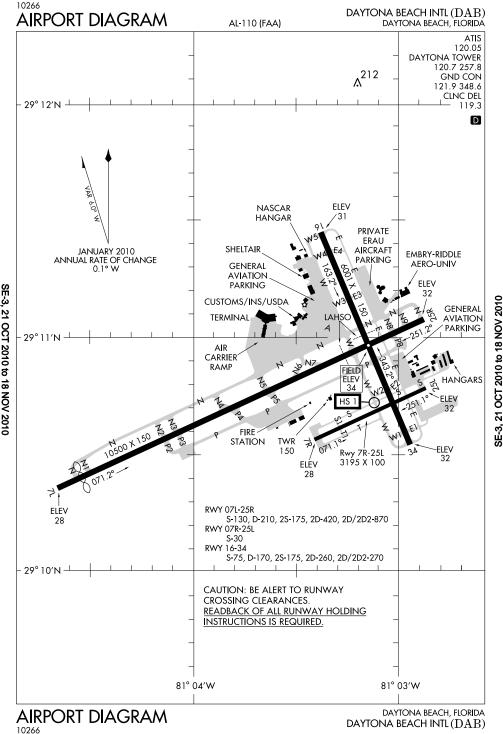


74 FLORIDA CRYSTAL RIVER (CGC) 3 SE UTC-5(-4DT) N28°52.08' W82°34.44' **IACKSONVILLE** S2 FUEL 100LL, JET A NOTAM FILE CGC L-21D. 24F RWY 09-27: H4555X75 (ASPH) MIRL IAP RWY 09: REIL PAPI(P2L)-GA 3.0° TCH 44'. Road. RWY 27: REIL. PAPI(P2R)-GA 3.0° TCH 38'. Road. RWY 18-36: 2665X100 (TURF) RWY 18: Thid dsplcd 192'. Building. RWY 36: Thid dspicd 820'. Fence. AIRPORT REMARKS: Attended 1300-2300Z±. Aerobatic activity along N a a a a a a <u>a a</u> side of Rwy 09-27 and 4 NM SW of arpt. Ctc unicom for tfc info and ST Petersburg FSS for specific times. Rwy 18-36 dsplcd thld (3 marked with green pipes. Buildings and fence 40' from centerline 4555 X 75 (P) both sides of displaced threshold. Rwy 18-36 marked with white <u>ଫ୍ଡ୍ଡ୍ଡ୍</u>ଡ୍ଡ୍ଡ୍ଡ୍ଡ୍ଡ pipes every 200'. Glider ops within 25 NM. ACTIVATE MIRL Rwy 09-27. REIL Rwys 09 and 27-CTAF. **(3** WEATHER DATA SOURCES: AWOS-3 118.325 (352) 563-6600. COMMUNICATIONS: CTAF/UNICOM 122.725 (R) JACKSONVILLE APP/DEP CON 118.6 ପ ମ<sup>ପ</sup>୍ର ପ ପ ପ ପ ପ ପ RADIO AIDS TO NAVIGATION: NOTAM FILE OCF. OCALA (L) VORTAC 113.7 OCF Chan 84 N29°10.65' W82°13.58' 225° 26.0 NM to fld. 80/00E. CYPRESS N26°09.21' W81°46.69' NOTAM FILE APE MIAMI (T) VORW/DME 108.6 CYY Chan 23 at Naples Muni. 9/03W. H-8H, L-21D, 23B DMF unusable: 215°-315° DADE-COLLIER TRAINING AND TRANSITION (See MIAMI) DAVIE N26°04 34' W80°14 69' MIAMI RCO 126 7 (MIAMI RADIO) 1-23A A









DAYTONA BEACH INTL (DAB) 3 SW UTC-5(-4DT) N29°10.80′ W81°03.48′

FUEL 100LL, JET A OX 1.2 TPA—See Remarks Class I, ARFF Index C

IACKSONVILLE H-8H. L-21D. 24G IAP. AD

75

NOTAM FILE DAB RWY 07L-25R: H10500X150 (ASPH-GRVD) S-130, D-210, 2S-175.

2D-420, 2D/2D2-870 HIRL RWY 07L: MALSR, TDZL, Thid dspicd 690'.

RWY 25R: REIL, PAPI(P4L)-GA 3.0° TCH 71', Rgt tfc.

RWY 16-34: H6001X150 (ASPH-GRVD) S-75, D-170, 2S-175.

2D-260, 2D/2D2-270 MIRL

RWY 16: REIL, PAPI(P4L)—GA 3.0° TCH 45', Road. RWY 34: REIL, PAPI(P4L)-GA 3.0° TCH 45', Trees.

RWY 07R-25L: H3195X100 (ASPH) S-30 MIRI

RWY 07R: PAPI(P2L)-GA 2.86° TCH 40', Trees, Rgt tfc. RWY 25L: PAPI(P2L)-GA 2.86° TCH 32'. Ground.

LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT

DIST AVRI RWY 07L TWY W 7500 RWY 16 07L-25R 2900

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07L: TORA-10500 TODA-10500 ASDA-10500 LDA-9800 RWY 07R: TORA-3195 TODA-3195 ASDA-3195 LDA-3195 RWY 16: TORA-6001 TODA-6001

ASDA-6001 LDA-6001 **RWY 25L**: TORA-3195 TODA-3195 ASDA-3195 LDA-3195 RWY 25R: TORA-9800 TODA-10500 ASDA-10300 LDA-10300 RWY 34: TORA-6001 TODA-6001 ASDA-6001 LDA-6001

AIRPORT REMARKS: Attended continuously. Heavy migratory bird activity on and invof arpt. Extensive flight training on and invof arpt. TPA— light acft 999(965) high performance acft 1399(1365). Twy N northwest of Rwy 7L and northeast of Rwy 25R can be mistaken for the rwy and approach environment. East end of Twy S is

non-movement area. Rwy 07R-25L non-air carrier acft only. WEATHER DATA SOURCES: ASOS (386) 253-7469. LLWAS.

COMMUNICATIONS: ATIS 120.05 UNICOM 122.95 (R) APP CON 125.72 (8000'-11000') 118.85 (N 4000'-7500') 127.075 (S 4000'-7500') 125.8 (N 3500' and blo)

125.35 (S 3500' and blo)

TOWER 120.7 118.1 GND CON 121.9 CLNC DEL 119.3

(R) DEP CON 123.9

AIRSPACE: CLASS C svc continuous ctc APP CON RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.

ORMOND BEACH (H) VORTAC 112.6 OMN

Chan 73 N29°18.20′ W81°06.76′ 159° 7.9 NM to fld. 19/00E. TOMOK NDB (LOM) 263 DA N29°08.66′ W81°08.87′ 071° 5.2 NM to fld. NOTAM FILE DAB.

ILS 109.7 I-DAB Rwv 07L, CLASS IA. LOM TOMOK NDB.

ASR

**DEFUNIAK SPRINGS** 2 W UTC-6(-5DT) N30°43.87′ W86°09.23′ (54J)

**S4** FUEL 100LL, JET A. A1 NOTAM FILE GNV

RWY 09-27: H4146X60 (ASPH) S-20 MIRL

RWY 09: PAPI(P2L). Tree. RWY 27: PAPI(P2L). Tree.

RWY 18-36: 2700X60 (DIRT)

RWY 18: Thid dsplcd 165'. P-line.

RWY 36: Thid dspicd 400'. Tree.

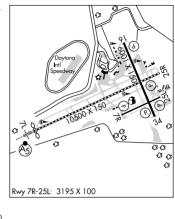
AIRPORT REMARKS: Attended 1400-0000Z±. Self serve fuel avbl with credit card after hours. Rwy 18 dsplcd thld marked with 3 tires 5' apart perpendicular to dsplcd thld. Rwv 18-36 marked with tires painted white every 200'. Trees obstruct line of sight between

thids Rwy 09 and Rwy 36 and between thids Rwy 27 and Rwy 36. First 900' of Rwy 09 slopes upward causing line of sight obstruction between thIds Rwy 09 and Rwy 27. First 900' of Rwy 09 in good condition, remainder fair. ACTIVATE MIRL Rwy

09-27-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) EGLIN APP/DEP CON 124.05 RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57 W86°40.75' 099° 27.7 NM to fld. 255/03E.



NEW ORLEANS

L-21C, 22H

IAP

Industrial Area 4146 X 60 ଫ୍ର 63 80

### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*		
DAYTONA BEACH, FL DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.		
HOLLYWOOD, FL				
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 27R departures.		
	HS 2	The hold line for Rwy 36L is also the hold line for Rwy 09R.		
	HS 3	Aircraft taxiing on Twy L westbound to depart on Rwy 18R-36L.		
MIAMI, FL				
MIAMI INTL (MIA)	HS 1	Short twy risk.		
	HS 2	Short twy risk.		
	HS 3	Rwy 27 and Rwy 30 wrong rwy departure risk.		
	HS 4	Short twy between rwys.		

ORLANDO, FL
ORLANDO SANFORD INTL (SFB) HS 1

ORLANDO SANFORD INTL (SFB)

HS 1

Twy C is beyond the Rwy 09C APCH hold sign and marking.

HS 2

Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.

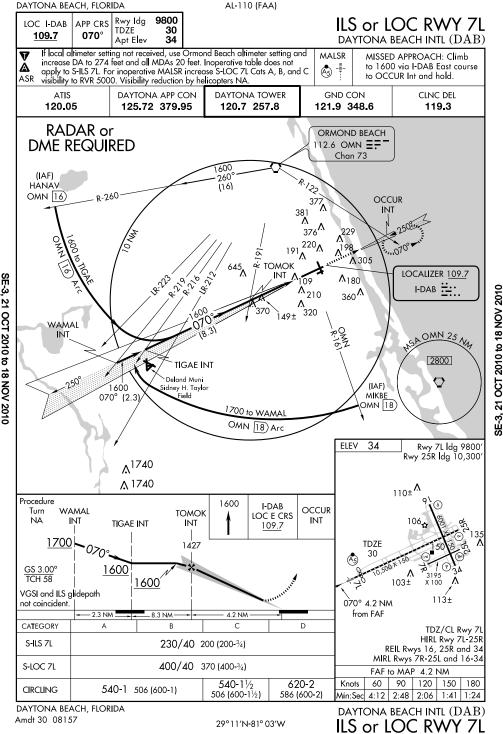
STUART, FL

21 OCT 2010 to 18 NOV 2010

WITHAM FIELD (SUA) HS 1 Intersecting rwys, wrong rwy departure risk.

HS 2 Rwy 12 and Twy A1.

<sup>\*</sup>See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.



### LAND AND HOLD SHORT OPERATIONS (LAHSO)

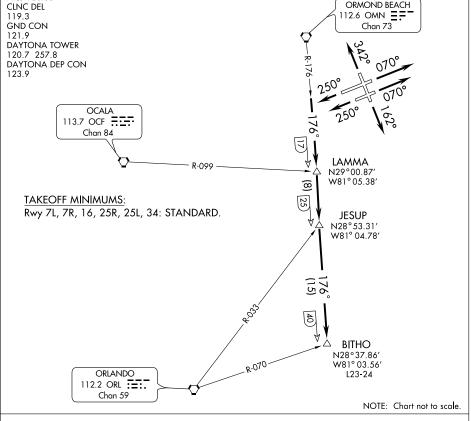
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned

Specific questions regarding these distances sho The Aeronautical Information Manual contains sp		•	•
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
IACKSONIVILLE EL	31	08-26	3,250 feet
JACKSONVILLE, FL CRAIG MUNI (CRG)	05	14-32	3,600 feet
OKAIO MONI (OKO)	14	05-23	3,650 feet
LAKELAND, FL		00 20	0,000 1001
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
, ,	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL	0.5	40.04	4.470.4
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
CREATED GAINT ORD (GFB)	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
OT DETERORUPO OF EARWATER FL	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL ST. PETERSBURG-CLEARWATER INTL			
(PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L 22	04-22 17L-35R	7,557 feet 4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL	COIL	00 21	0,400 1001
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
VEDO BEACH EL	36	09-27	3,750 feet
VERO BEACH, FL VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
VERO BEAGITIMONI (VICE)	23L	04 22	4,7000 1001
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010

(LAMMA5.LAMMA) 09239 SL-110 (FAA) DAYTONA BEACH INTL (DAB) LAMMA FIVE DEPARTURE DAYTONA BEACH, FLORIDA ATIS 120.05 ORMOND BEACH CLNC DEL 112.6 OMN == 119.3 **GND CON** Chan 73 121.9 DAYTONA TOWER 120.7 257.8 DAYTONA DEP CON **OCALA** 



#### V DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 070° to 5000 or as assigned by ATC, TAKEOFF RUNWAY 7R: Climb heading 070° to 5000 or as assigned by ATC,

TAKEOFF RUNWAY 16: Climb heading 162° to 5000 or as assigned by ATC,

TAKEOFF RUNWAY 25R: Climb heading 250° to 5000 or as assigned by ATC,

TAKEOFF RUNWAY 25L: Climb heading 250° to 5000 or as assigned by ATC,

TAKEOFF RUNWAY 34: Climb heading 342° to 5000 or as assigned by ATC, thence . . . .

. . Expect vectors to intercept OMN R-176 to BITHO INT, then via assigned route. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

## LAMMA FIVE DEPARTURE (LAMMA5.LAMMA) 09239

21 OCT 2010 to 18 NOV 2010

## TAKE-OFF OBSTACLE NOTES:

RWY 7L: Multiple trees beginning 1834' from DER, 646' right of centerline, up to 64' AGL/95' MSL.

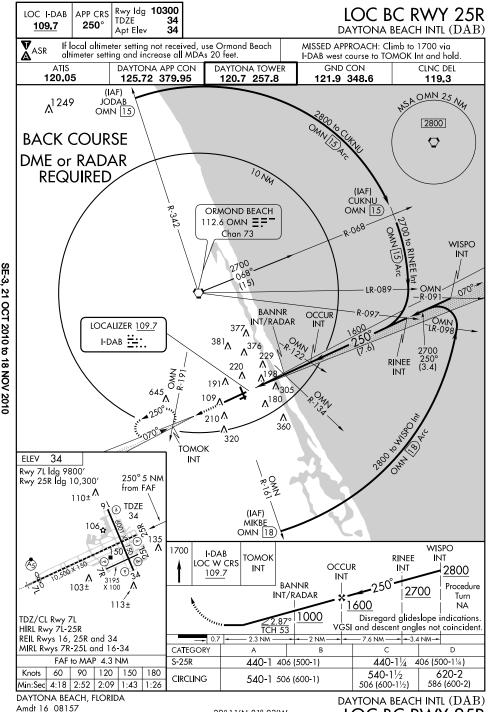
RWY 7R: Tower, trees beginning 1042' from DER, 413' right of centerline, up to 100' AGL/135' MSL. Hanger, multiple trees beginning 901' from DER, 55' left of centerline, up to 67' AGL/101' MSL.

RWY 16: Multiple trees beginning 57' from DER, 19' left of centerline, up to 75' AGL/104' MSL. Multiple trees beginning 871' from DER, 3' right of centerline, up to 83' AGL/112' MSL.

RWY 25L: Multiple trees beginning 123' from DER, 75' left of centerline, up to 80' AGL/109' MSL. Multiple trees and antenna beginning 1002' from DER, 85' right of centerline, up to 72' AGL/101' MSL.

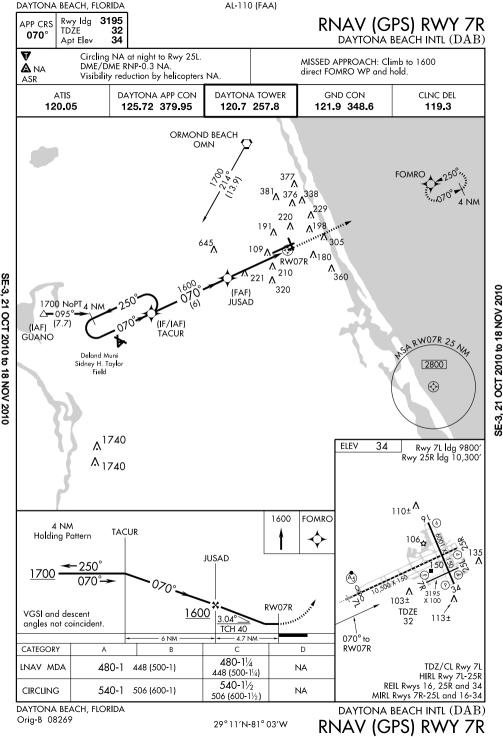
RWY 25R: Multiple trees, signs and poles beginning 428' from DER, 38' right of centerline, up to 88' AGL/115' MSL. Multiple trees beginning 1254' from DER, 41' left of centerline, up to 84' AGL/108' MSL.

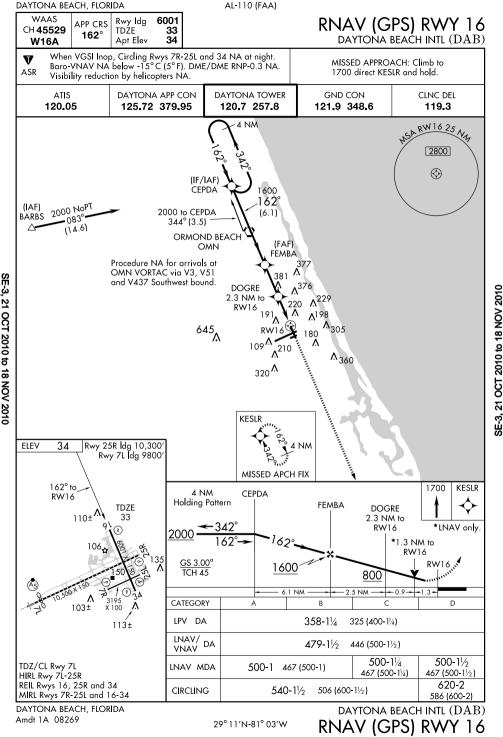
RWY 34: Multiple trees, building and obstruction light beginning 1013' from DER, 90' left of centerline, up to 82' AGL/111' MSL. Multiple trees, beginning 1108' from DER, 6' right of centerline, up to 78' AGL/ 107' MSL.

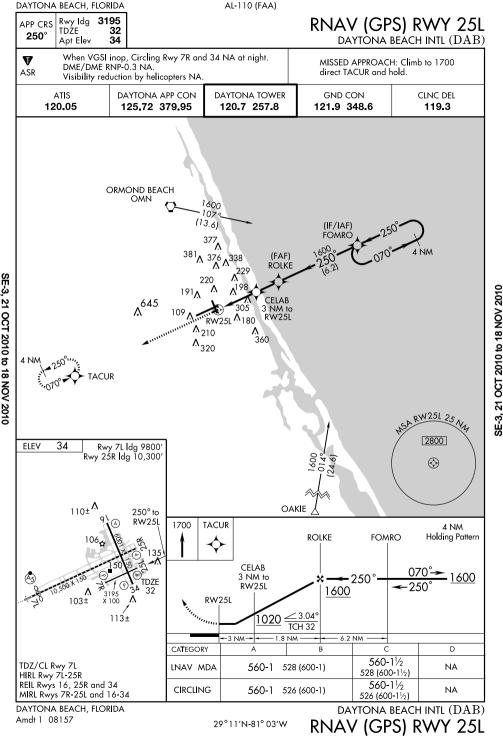


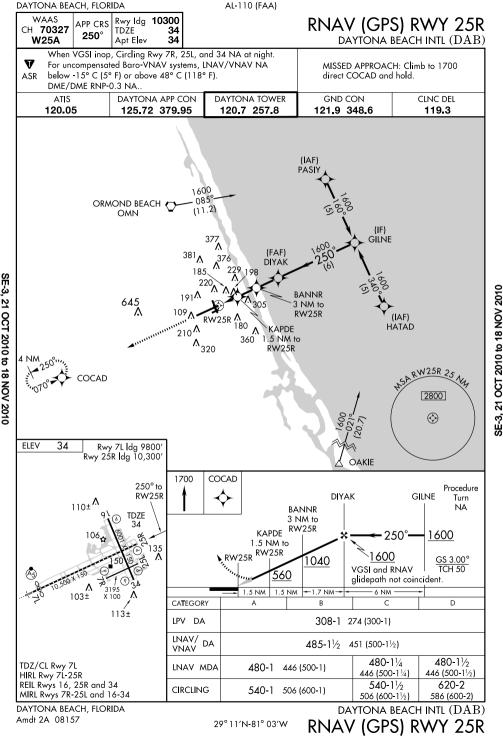
AL-110 (FAA)

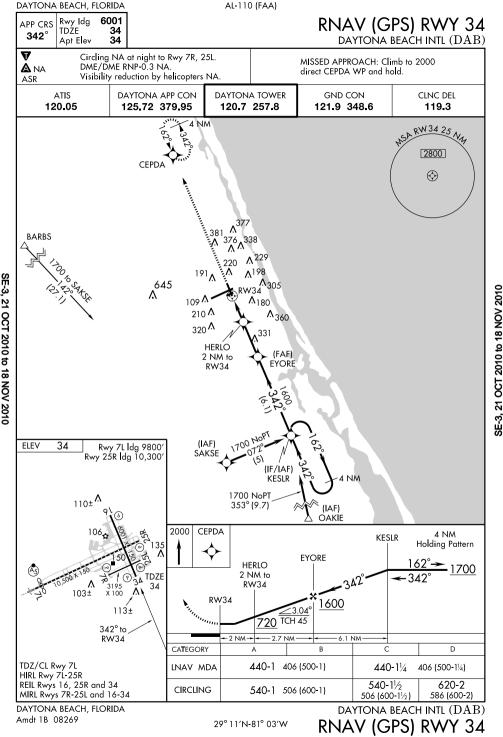
DAYTONA BEACH, FLORIDA

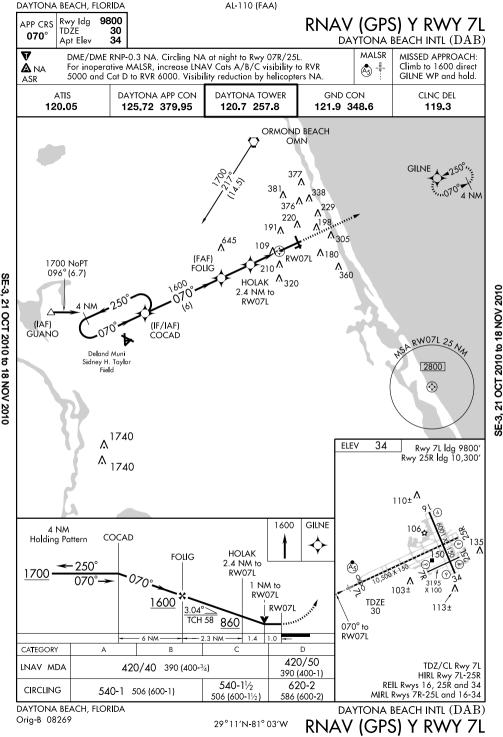


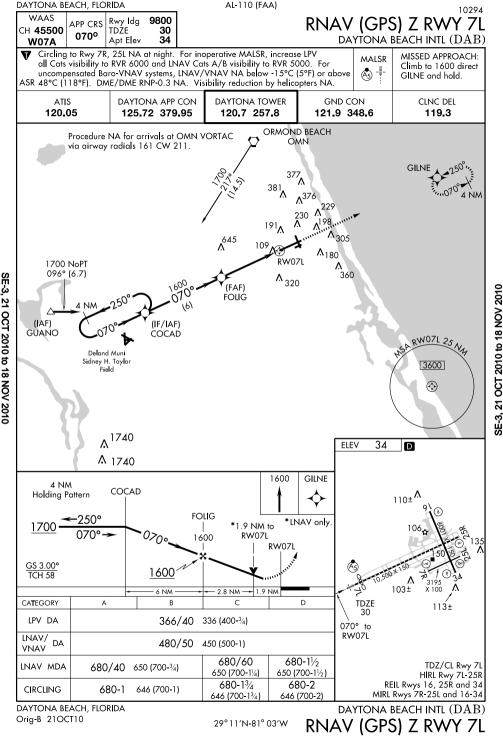












(ROYES5.ROYES) 09239 DAYTONA BEACH INTL (DAB) ROYES FIVE DEPARTURE SL-110 (FAA) DAYTONA BEACH, FLORIDÁ ATIS 120.05 **CRAIG** CLNC DEL 114.5 CRG ..... 119.3 **GND CON** Chan 92 178 121.9 N30° 20.33′-W81° 30.60′ DAYTONA TOWER L-21-23-24, H-8 120.7 257.8 358° (48) DAYTONA DEP CON 123.9 **ROYES** N29°32.43′ W81°25.88′ R-062 358° (14) ORMOND BEACH 112.6 OMN =: Chan 73 OCALA 113.7 OCF .... Chan 84 **BARBS** N29°18.45′ W81° 24.53′ 46 TAKEOFF MINIMUMS: V267 Rwy 7L, 7R, 16, 34, 25L, 25R: STANDARD. **ORLANDO** 112.2 ORL : ::. Chan 59

# V

NOTE: Chart not to scale.

, 21 OCT 2010 to 18 NOV 2010

# DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 070° to 5000 or as assigned by ATC.

Thence . . . .

TAKEOFF PUNIMAY 7P: Climb heading 070° to 5000 or as assigned by ATC

TAKEOFF RUNWAY 7R: Climb heading 070° to 5000 or as assigned by ATC.

TAKEOFF RUNWAY 16: Climb heading 162° to 5000 or as assigned by ATC.

TAKEOFF RUNWAY 25R: Climb heading 250° to 5000 or as assigned by ATC.

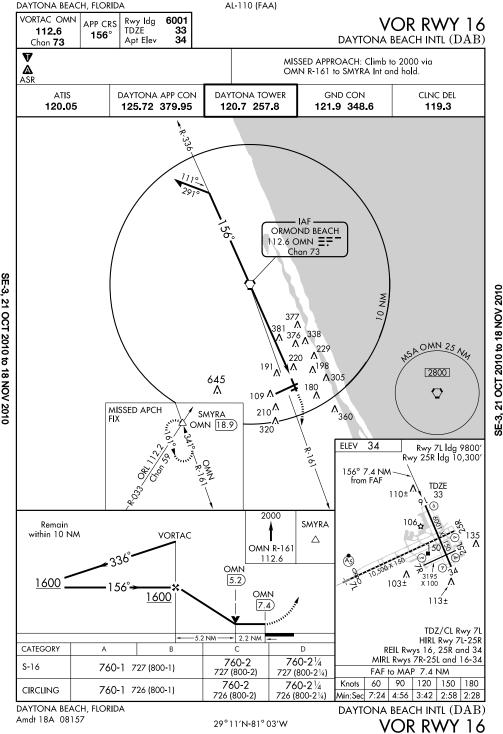
Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 250° to 5000 or as assigned by ATC. Thence . . . .

TAKEOFF RUNWAY 34: Climb heading 342° to 5000 or as assigned by ATC. Thence . . . .

.... Expect vectors to intercept CRG R-178 to CRG VORTAC. Then via assigned route expect clearance to filed altitude/flight level ten (10) minutes after departure.

# ROYES FIVE DEPARTURE



DAYTONA BEACH INTL (DAB) 3 SW UTC-5(-4DT) N29°10.80′ W81°03.48′

FUEL 100LL, JET A OX 1.2 TPA—See Remarks Class I, ARFF Index C

IACKSONVILLE H-8H. L-21D. 24G IAP. AD

75

NOTAM FILE DAB RWY 07L-25R: H10500X150 (ASPH-GRVD) S-130, D-210, 2S-175.

2D-420, 2D/2D2-870 HIRL RWY 07L: MALSR, TDZL, Thid dspicd 690'.

RWY 25R: REIL, PAPI(P4L)-GA 3.0° TCH 71', Rgt tfc.

RWY 16-34: H6001X150 (ASPH-GRVD) S-75, D-170, 2S-175.

2D-260, 2D/2D2-270 MIRL

RWY 16: REIL, PAPI(P4L)—GA 3.0° TCH 45', Road. RWY 34: REIL, PAPI(P4L)-GA 3.0° TCH 45', Trees.

RWY 07R-25L: H3195X100 (ASPH) S-30 MIRI

RWY 07R: PAPI(P2L)-GA 2.86° TCH 40', Trees, Rgt tfc. RWY 25L: PAPI(P2L)-GA 2.86° TCH 32'. Ground.

LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT

DIST AVRI RWY 07L TWY W 7500 RWY 16 07L-25R 2900

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07L: TORA-10500 TODA-10500 ASDA-10500 LDA-9800 RWY 07R: TORA-3195 TODA-3195 ASDA-3195 LDA-3195 RWY 16: TORA-6001 TODA-6001

ASDA-6001 LDA-6001 **RWY 25L**: TORA-3195 TODA-3195 ASDA-3195 LDA-3195 RWY 25R: TORA-9800 TODA-10500 ASDA-10300 LDA-10300 RWY 34: TORA-6001 TODA-6001 ASDA-6001 LDA-6001

AIRPORT REMARKS: Attended continuously. Heavy migratory bird activity on and invof arpt. Extensive flight training on and invof arpt. TPA— light acft 999(965) high performance acft 1399(1365). Twy N northwest of Rwy 7L and northeast of Rwy 25R can be mistaken for the rwy and approach environment. East end of Twy S is

non-movement area. Rwy 07R-25L non-air carrier acft only. WEATHER DATA SOURCES: ASOS (386) 253-7469. LLWAS.

COMMUNICATIONS: ATIS 120.05 UNICOM 122.95 (R) APP CON 125.72 (8000'-11000') 118.85 (N 4000'-7500') 127.075 (S 4000'-7500') 125.8 (N 3500' and blo)

125.35 (S 3500' and blo)

TOWER 120.7 118.1 GND CON 121.9 CLNC DEL 119.3

(R) DEP CON 123.9

AIRSPACE: CLASS C svc continuous ctc APP CON RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.

ORMOND BEACH (H) VORTAC 112.6 OMN

Chan 73 N29°18.20′ W81°06.76′ 159° 7.9 NM to fld. 19/00E. TOMOK NDB (LOM) 263 DA N29°08.66′ W81°08.87′ 071° 5.2 NM to fld. NOTAM FILE DAB.

ILS 109.7 I-DAB Rwv 07L, CLASS IA. LOM TOMOK NDB.

ASR

**DEFUNIAK SPRINGS** 2 W UTC-6(-5DT) N30°43.87′ W86°09.23′ (54J)

**S4** FUEL 100LL, JET A. A1 NOTAM FILE GNV

RWY 09-27: H4146X60 (ASPH) S-20 MIRL

RWY 09: PAPI(P2L). Tree. RWY 27: PAPI(P2L). Tree.

RWY 18-36: 2700X60 (DIRT)

RWY 18: Thid dsplcd 165'. P-line.

RWY 36: Thid dspicd 400'. Tree.

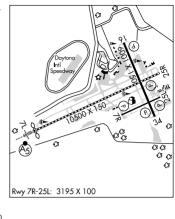
AIRPORT REMARKS: Attended 1400-0000Z±. Self serve fuel avbl with credit card after hours. Rwy 18 dsplcd thld marked with 3 tires 5' apart perpendicular to dsplcd thld. Rwv 18-36 marked with tires painted white every 200'. Trees obstruct line of sight between

thids Rwy 09 and Rwy 36 and between thids Rwy 27 and Rwy 36. First 900' of Rwy 09 slopes upward causing line of sight obstruction between thIds Rwy 09 and Rwy 27. First 900' of Rwy 09 in good condition, remainder fair. ACTIVATE MIRL Rwy

09-27-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) EGLIN APP/DEP CON 124.05 RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57 W86°40.75' 099° 27.7 NM to fld. 255/03E.

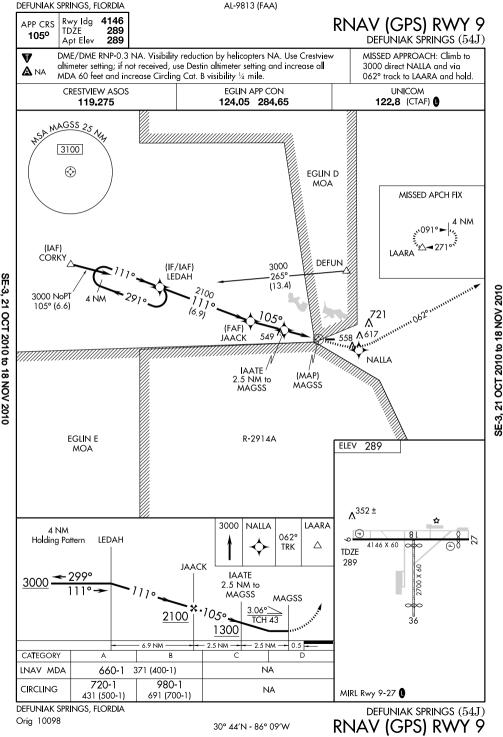


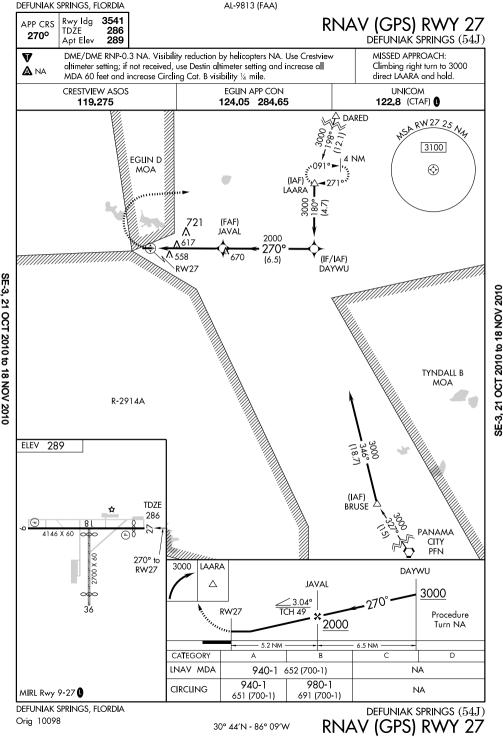
NEW ORLEANS

L-21C, 22H

IAP

Industrial Area 4146 X 60 ଫ୍ର 63 80





**FLORIDA** 76

(1J6)

### DFLAND BOB LEE FLIGHT STRIP

NOTAM FILE PIE

RWY 09-27: 3300X72 (TURF)

RWY 09: Thid dspled 300', Road.

AIRPORT REMARKS: Unattended. Rwy 09-27 trees in both apchs. Ultralight activity on and invof arpt. Rwy 09-27 marked with orange cones every 200 ft. Dsplcd thlds marked with 3 orange cones. COMMUNICATIONS: CTAF/UNICOM 122.8

DELAND MUNI-SIDNEY H TAYLOR FLD (DED) 3 NE UTC-5(-4DT) N29°04.02' W81°17.03'

TPA—See Remarks NOTAM FILE PIE

RWY 27: Thid dsplcd 800'. Fence. Rgt tfc.

4 N UTC-5(-4DT) N29°06.25' W81°18.85'

RWY 12-30: H6001X100(ASPH) D-60 MIRL

RWY 12: PAPI(P2L). Trees. RWY 30: REIL. PAPI(P4L). Trees. RWY 05-23: H4301X75 (ASPH) D-40 MIRL RWY 23: PAPI(P2L). Trees.

RWY 05: PAPI(P2L). Trees.

79 B S4 **FUEL** 100LL, JET A

AIRPORT REMARKS: Attended 1230-2300Z‡. Self serve 100LL avbl 24

hrs with credit card. Parachute Jumping. Extensive parachute and

flight training ops. Avoid over flying arpt during parachute ops.

Considerable pavement cracking. TPA—for prop acft 1079(1000). Touch and go ops prohibited if there are 3 or more acft in the tfc

pattern. Noise sensitive arpt. Avoid over flight of residential areas of arpt. Avoid wide downwind Rwy 23. Jet acft use NBAA abatement procedures. Noise abatement procedures in effect, ctc

Limited sight distances for all rwys. Ctc UNICOM for tie down information. ACTIVATE MIRL Rwy 05-23 and Rwy 12-30-CTAF. PAPI Igts opr continuously all rwys.

WEATHER DATA SOURCES: AWOS-3 119.575 (386) 740-5811. COMMUNICATIONS: CTAF/UNICOM 123.075

R DAYTONA APP/DEP CON 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.

ORMOND BEACH (H) VORTAC 112.6 OMN Chan 73 N29°18.20′ W81°06.76′

ASR

DESTIN-FT WALTON BEACH (DTS) 1 E UTC-6(-5DT) B S4 FUEL 100LL. JET A OX 1. 2 NOTAM FILE DTS

arpt manager for details at 386 740-5808. Calm wind Rwy 05.

RWY 14-32: H4999X100 (ASPH) S-38, D-67, 2S-85, 2D-113

RWY 14: PAPI(P4L)-GA 3.0° TCH 43'. Trees.

RWY 32: PAPI(P4L)-GA 3.0° TCH 42', Bldg. AIRPORT REMARKS: Attended 1300-0200Z‡. Depressions along length

of rwy. Special Air Traffic Rules-Part 93, see Regulatory Notices. Exercise extreme vigilance due to close proximity to Eglin AFB located 6 NM NW of arpt. All acft ctc Eglin clnc del on 121.6 or 127.7 for ATC departure instructions prior to tkf. IFR acft remain

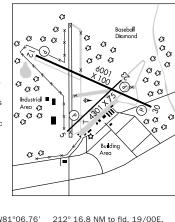
on ground-ctc DEP CON for climb out instruction and IFR release. WEATHER DATA SOURCES: ASOS 133.925 (850) 654-7128. COMMUNICATIONS: CTAF/UNICOM 123.075 (R) EGLIN APP/DEP CON 132.1 EGLIN CLNC DEL 121.6 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW. CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57'

W86°40.75'

154° 27.7 NM to fld. 255/03E. HIWAS. NDB (MHW) 254 DTS N30°24.30′ W86°28.43′

at fld. NOTAM FILE DTS NDB unmonitored indef SHUTDOWN



**IACKSONVILLE** 

**IACKSONVILLE** 

IAP

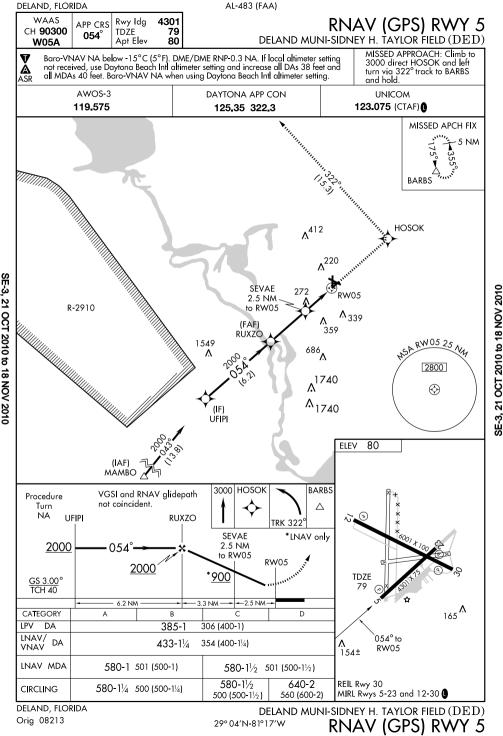
H-8H, L-21D, 24F

N30°24.00′ W86°28.29′ **NEW ORLEANS** L-21C. 22H IAP €3

DINNS N30°27.90′ W81°48.10′ NOTAM FILE JAX.

H-8H, 12F, L-21D, 23A, 24G, A

**IACKSONVILLE** 



DELAND, FLORIDA AL-483 (FAA) WAAS 6001 RNAV (GPS) RWY 12 APP CRS Rwy Idg CH 50300 TDŹE 74 122° DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED) Apt Elev 80 W12A MISSED APPROACH: Climb V Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and to 2000 direct CUGAK and A via 139° track to OAKIE and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting ASR hold AWOS-3 DAYTONA APP CON UNICOM 119,575 125.35 322.3 123.075 (CTAF) 0 (IAF) Procedure NA for arrival at Barbs NSA RW12 25 My BARBS via V267 Northbound 2800  $\bigcirc$ (IF) XEHMO ^<sup>412</sup> IDROF <sub>272</sub> ^ 359 A ^<sup>1549</sup> **CUGAK** 686 Transport Services 1740 ۸<sub>1740</sub> ELEV 80

SE-3, 21 OCT 2010 to 18 NOV 2010 5 NA OAKIE 122° to RW12 2000 CUGAK OAKIE VGSI and RNAV alidepath Procedure TRK not coincident. Δ Turn 139° NA XEHMO **IDROF** TDZE 122° 1600 RW12 74 1600 GS 3.00° TCH 40 6.4 NM 4.6 NM CATEGORY D 165 **^** IPV DA 404-11/4 330 (400-11/4) LNAV/ DA 528-11/2 454 (500-11/2) VNAV 540-11/4 540-11/2 LNAV MDA 466 (500-1) 540-1 466 (500-11/4) 466 (500-11/2) REIL Rwy 30 640-2 **CIRCLING** 540-11/2 460 (500-11/2) MIRL Rwys 5-23 and 12-30 🗓 560 (600-2)

DELAND, FLORIDA Orig 08213

DELAND MUNI-SIDNEY H. TAYLOR FIELD  $(\mathrm{DED})$ RNAV (GPS) RW

SE-3, 21 OCT 2010 to 18 NOV 2010

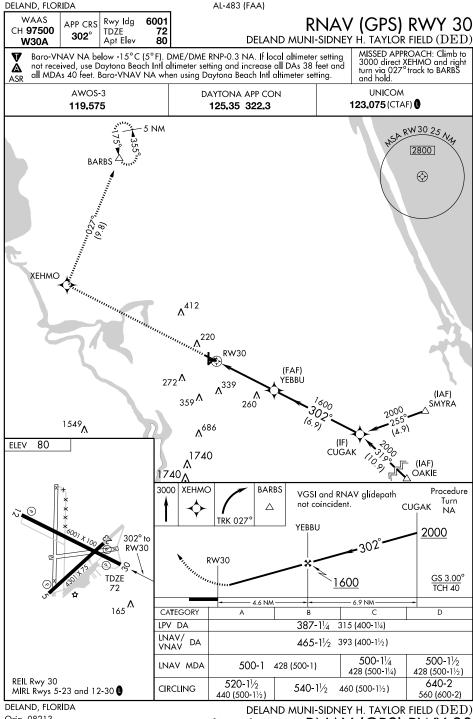
29° 04′N-81° 17′W

DELAND, FLORIDA WAAS 4301 RNAV (GPS) RWY 23 Rwy Idg APP CRS CH 45700 TDŽE Apt Elev 78 234 DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)W23A 80 Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting MISSED APPROACH: Climb to not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and 3000 direct RUXZO and via Α 227° track to MAMBO and hold. all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting. ASR AWOS-3 UNICOM DAYTONA APP CON 119.575 125.35 322.3 123.075 (CTAF) (IAF) Procedure NA for arrival at OMN VORTAC ORMOND BEACH via airway radials 161 CW 211. OMN 1600 188° 188° (IF) WĖKLU (FAF) HOSOK 308 220 RW23 NSA RW 23 25 Ny ۸<sup>339</sup> 2800 **^**. RUXZC  $\bigcirc$ ۸<sup>686</sup> MISSED APCH FIX 4 NM 80 ELEV 1740 MAMBO 3000 RUXZC MAMBO 234° to VGSI and RNAV glidepath TRK RW23 Procedure not coincident. 227 Δ Turn HOSOK WEKLU NA TDZE 1600 234 154± RW23 600 GS 3.00° TCH 40 4.6 NM 6.4 NM 165 **^** CATEGORY D Α LPV DA 374-1 296 (300-1) LNAV/ DΑ 414-11/4 336 (400-11/4) VNAV 420-11/4 LNAV MDA 420-1 342 (400-1) 342 (400-11/4) 520-11/4 540-11/2 540-11/4 640-2 REIL Rwy 30 CIRCLING MIRL Rwys 5-23 and 12-30 ( 440 (500-11/4) 460 (500-11/4) 460 (500-1%) 560 (600-2) DELAND, FLORIDA DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)Orig 08213 29° 04′N-81° 17′W (GPS) RWY 23

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

AL-483 (FAA)



Orig 08213

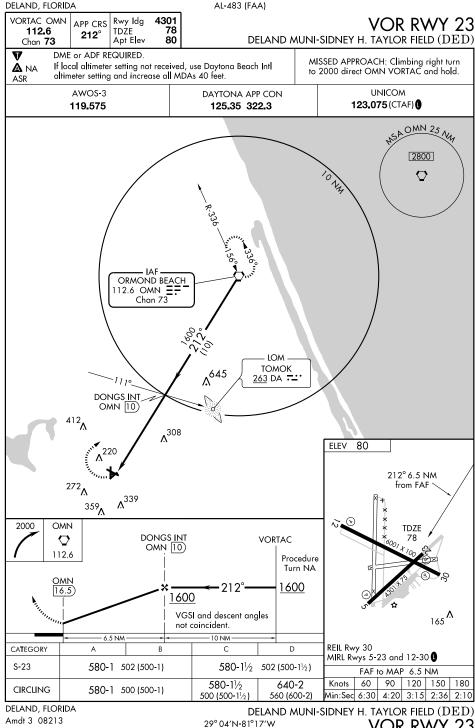
SE-3,

, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

SE-3, 21 OCT 2010 to 18 NOV 2010

29° 04′N-81°17′W



SE-3, 21 OCT 2010 to 18 NOV 2010

RW

**FLORIDA** 76

(1J6)

### DFLAND BOB LEE FLIGHT STRIP

NOTAM FILE PIE

COMMUNICATIONS: CTAF/UNICOM 122.8

RWY 09-27: 3300X72 (TURF) RWY 09: Thid dspled 300', Road. RWY 27: Thid dsplcd 800'. Fence. Rgt tfc.

4 N UTC-5(-4DT) N29°06.25' W81°18.85'

AIRPORT REMARKS: Unattended. Rwy 09-27 trees in both apchs. Ultralight activity on and invof arpt. Rwy 09-27 marked with orange cones every 200 ft. Dsplcd thlds marked with 3 orange cones.

DELAND MUNI-SIDNEY H TAYLOR FLD (DED) 3 NE UTC-5(-4DT)

**IACKSONVILLE** H-8H, L-21D, 24F

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**IACKSONVILLE** 

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Baseball

Building

N29°04.02' W81°17.03' 79 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE PIE

RWY 12-30: H6001X100(ASPH) D-60 MIRL

RWY 12: PAPI(P2L). Trees. RWY 30: REIL. PAPI(P4L). Trees. RWY 05-23: H4301X75 (ASPH) D-40 MIRL RWY 23: PAPI(P2L). Trees.

RWY 05: PAPI(P2L). Trees. AIRPORT REMARKS: Attended 1230-2300Z‡. Self serve 100LL avbl 24 hrs with credit card. Parachute Jumping. Extensive parachute and flight training ops. Avoid over flying arpt during parachute ops. Considerable pavement cracking. TPA—for prop acft 1079(1000). Touch and go ops prohibited if there are 3 or more acft in the tfc pattern. Noise sensitive arpt. Avoid over flight of residential areas of arpt. Avoid wide downwind Rwy 23. Jet acft use NBAA abatement procedures. Noise abatement procedures in effect, ctc

arpt manager for details at 386 740-5808. Calm wind Rwy 05. Limited sight distances for all rwys. Ctc UNICOM for tie down

information. ACTIVATE MIRL Rwy 05-23 and Rwy 12-30-CTAF. PAPI Igts opr continuously all rwys. WEATHER DATA SOURCES: AWOS-3 119.575 (386) 740-5811. COMMUNICATIONS: CTAF/UNICOM 123.075

R DAYTONA APP/DEP CON 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.

DESTIN-FT WALTON BEACH

ORMOND BEACH (H) VORTAC 112.6 OMN Chan 73 N29°18.20′ W81°06.76′ 212° 16.8 NM to fld. 19/00E. ASR

1 E UTC-6(-5DT)

#### B S4 FUEL 100LL. JET A OX 1. 2 NOTAM FILE DTS

(DTS)

RWY 14-32: H4999X100 (ASPH) S-38, D-67, 2S-85, 2D-113

RWY 14: PAPI(P4L)-GA 3.0° TCH 43'. Trees. RWY 32: PAPI(P4L)-GA 3.0° TCH 42', Bldg.

AIRPORT REMARKS: Attended 1300-0200Z‡. Depressions along length of rwy. Special Air Traffic Rules-Part 93, see Regulatory Notices. Exercise extreme vigilance due to close proximity to Eglin AFB located 6 NM NW of arpt. All acft ctc Eglin clnc del on 121.6 or

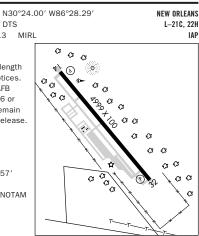
127.7 for ATC departure instructions prior to tkf. IFR acft remain on ground-ctc DEP CON for climb out instruction and IFR release. WEATHER DATA SOURCES: ASOS 133.925 (850) 654-7128. COMMUNICATIONS: CTAF/UNICOM 123.075 (R) EGLIN APP/DEP CON 132.1 EGLIN CLNC DEL 121.6 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57' W86°40.75'

154° 27.7 NM to fld. 255/03E. HIWAS.

NDB (MHW) 254 DTS N30°24.30′ W86°28.43′ at fld. NOTAM FILE DTS NDB unmonitored indef SHUTDOWN



DINNS N30°27.90′ W81°48.10′ NOTAM FILE JAX. NDB (HW/LOM) 344 JA 077° 6.2 NM to Jacksonville Intl.

**IACKSONVILLE** H-8H, 12F, L-21D, 23A, 24G, A

Orig-D 01JUL10

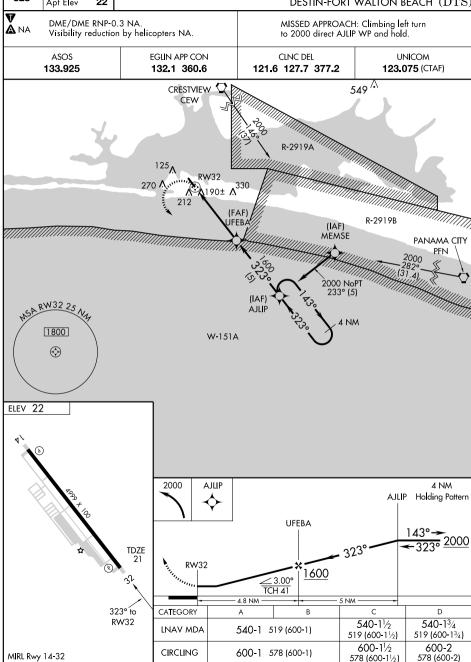
SE-3, 21 OCT 2010 to 18 NOV 2010

destin-fort walton beach (DTS  $\,$  RNAV (GPS)  $\,$  RWY  $\,$   $\,$   $\,$   $\,$   $\,$   $\,$ 

APP CRS 323° Rwy Idg TDZE 21 Apt Elev 22

DESTIN-FORT WALTON BEACH (DTS)

SE-3, 21 OCT 2010 to 18 NOV 2010



DESTIN, FLORIDA Orig-C 01JUL10

SE-3, 21 OCT 2010 to 18 NOV 2010

DESTIN-FORT WALTON BEACH (DTS) RNAV (GPS) RWY 32

78 FLORIDA DUNNFILON MARION CO IACKSONVILLE (X35) 4 E UTC-5(-4DT) N29°03.71' W82°22.60' L-21D. 24F FUEL 100LL, JET A NOTAM FILE GNV IAP 65 B S4 RWY 05-23: H4941X100 (ASPH) MIRL RWY 05: PAPI(P2L)-GA 2.5° TCH 40'. Trees. RWY 23: PAPI(P2L)-GA 2.5° TCH 40'. Trees. RWY 09-27: H4702X60 (ASPH) MIRL RWY 09: Fence. RWY 27: Trees. AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z‡. Credit Card fuel avbl 24 hrs. Thid Igts Rwy 05 OTS indef. ACTIVATE MIRL Rwys 05-23 and 09-27 and PAPI Rwy 05 and Rwy 23-CTAF. €3 COMMUNICATIONS: CTAF/UNICOM 122.8 €3 R JACKSONVILLE APP/DEP CON 118.6 €3 RADIO AIDS TO NAVIGATION: NOTAM FILE OCF. OCALA (L) VORTAC 113.7 OCF Chan 84 N29°10.65' €3 4702 X 60 W82°13.58' 229°10.5 NM to fld. 80/00E.

#### NDB (MHW) 357 EYA 319° 5.9 NM Jacksonville Intl. EGLIN AF AUX NR 3 (See DUKE FLD)

EASTPORT N30°25.42′ W81°36.56′

EGLIN AFB (See VALPARAISO)

**ENGLEWOOD** 

BUCHAN (X36) 2 NW UTC-5(-4DT) N26°59.41′ W82°22.44′.

NOTAM FILE PIE

RWY 12-30: 2040X120 (TURF) RWY 12: Tree. RWY 30: Fence.

AIRPORT REMARKS: Unattended. Parachute Jumping. Ultralight activity on and in vicinity of arpt. Rwy 12-30 thlds marked with 3 white tires perpendicular to centerline. Rwy 12-30 rough and bare in spots.

**COMMUNICATIONS: CTAF 122.9** 

S4 RWY 18-36: 3200X80 (TURF)

18-36-CTAF.

**EVERGLADES AIRPARK** 

EXECUTIVE

FERGUSON

**EUSTIS** 

MID FLORIDA AIR SERVICE (X55) 3 E

RWY 18: Thid dspicd 540', Fence.

COMMUNICATIONS: CTAF/UNICOM 122.8

RWY 15-33: H2400X60 (ASPH-TURF)

COMMUNICATIONS: CTAF/UNICOM 123.075

(See ORLANDO)

(See PENSACOLA)

FUEL 100LL

RWY 15: Trees. Rgt tfc.

FUEL 100LL NOTAM FILE PIE

LIRL

NOTAM FILE MIA

RWY 33: Trees.

S-20

50' asph center with a 5' turf edge on each side. ACTIVATE MIRL Rwy 15-33—CTAF.

MIRL

(XØ1)

NOTAM FILE JAX.

UTC-5(-4DT) N28°50.60' W81°37.81'

1 SW UTC-5(-4DT) N25°50.93' W81°23.42'

AIRPORT REMARKS: Attended 1300-2200Z‡. Fuel avbl 24 hrs with credit card. PAEW invof Rwy 15-33 indef. High density bird population on and around arpt. Ditch 54' left of centerline first 664' of Rwy 33. Rwy 15-33 has a

RWY 36: Thid dspicd 108'. Fence.

AIRPORT REMARKS: Attended 1400Z‡-Sunset. Rwy 18-36 CLOSED for touch and go landing. No flt training. Rwy 18

dsplcd thid marked with 2 ft by 12 ft concrete slabs painted white—flush with rwy. Rwy 18-36 marked on sides with tires painted white. Rotating bcn ops dusk-0400Z‡. After 0400Z‡ ACTIVATE—CTAF. ACTIVATE LIRL Rwy

**JACKSONVILLE** 

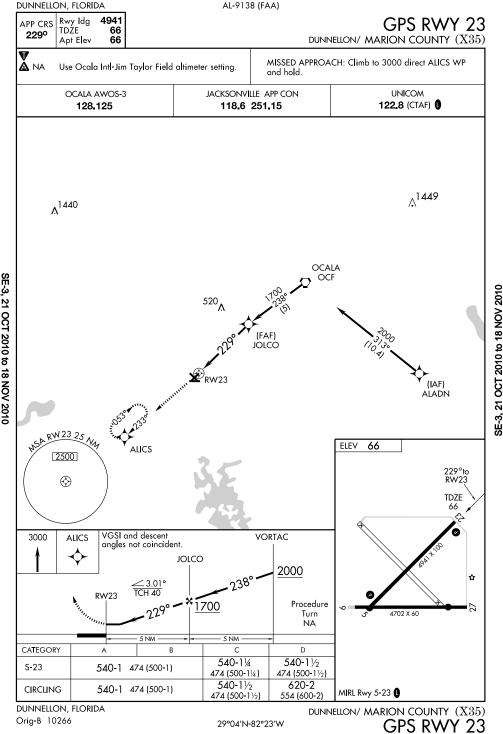
MIAMI

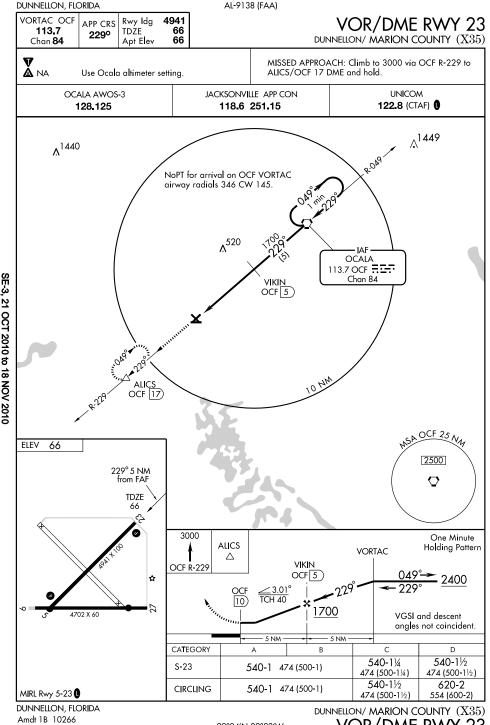
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**JACKSONVILLE** 

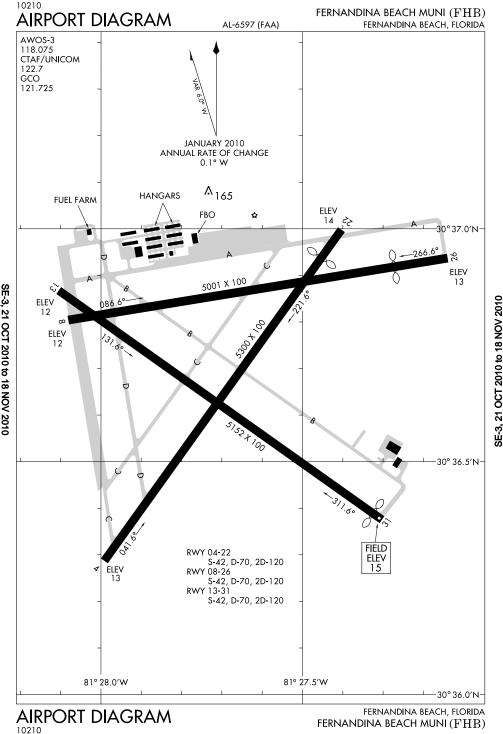
L-21D. 24G

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DME RWY 23



**FLORIDA** 79 FERNANDINA BEACH MUNI (FHB) 3 S UTC-5(-4DT) N30°36.71′ W81°27.67′ IACKSONVILLE S4 FUEL 100LL JET A NOTAM FILE GNV H-9B, 12F, L-21D, 24G, A RWY 04-22: H5300X100 (ASPH) S-42. D-70. 2D-120 MIRI IAP. AD RWY 04: REIL. PAPI(P4L), Tree. RWY 22: PAPI(P4L). Thid dsplcd 451'. Tree. RWY 13-31: H5152X100 (ASPH-PFC) S-42, D-70, 2D-120 RWY 13: REIL. PAPI(P2L). Bridge. RWY 31: Thid dspicd 150'. Tree. RWY 08-26: H5001X100 (CONC) S-42, D-70, 2D-120 MIRI RWY 08: PAPI(P4L). Trees. RWY 26: PAPI(P4L). Thid dsplcd 700'. Tree. €3

AIRPORT REMARKS: Attended 1300-0100Z±, ACTIVATE REIL Rwv 04 and æ Rwy 13, MIRL Rwy 04-22, Rwy 08-26 and Rwy 13-31, PAPI Rwy 08 and Rwy 26-CTAF, PAPI Rwy 04, Rwy 13 and Rwy 22 opr continuously. WEATHER DATA SOURCES: AWOS-3 118.075 (904) 277-7323. COMMUNICATIONS: CTAF/UNICOM 122.7 R JACKSONVILLE APP/DEP CON 127.0 GCO 121.725 (JACKSONVILLE CLNC AND GAINESVILLE FSS) RADIO AIDS TO NAVIGATION: NOTAM FILE CRG. CRAIG (H) VORTAC 114.5 CRG Chan 92 N30°20.33'

Œ Course €3 MIAMI H-8H, L-21D, 23C

FISH HOOK N24°32.90′ W81°47.18′ NOTAM FILE EYW. NDB (H) 332 FIS 076° 1.5 NM to Key West Intl.

ASR

46'.

W81°30.60' 012° 16.5 NM to fld. 40/03W. HIWAS.

FLAGLER CO (See PALM COAST)

FLYING TEN (See ARCHER)

FORREST SHERMAN FLD (See PENSACOLA NAS)

FORT DRUM N27°33.00′ W80°48.00′

RCO 122.2 (ST. PETERSBURG RADIO)

FT LAUDFRDALF

COMMUNICATIONS: CTAF/UNICOM 123 05

(DT1) ØN UTC-5(-4DT) NOTAM FILE MIA

DOWNTOWN FORT LAUDERDALE HELIPORT N26°07.23′ W80°08.52′ 114

MIAMI 1-24F MIAMI HELIPAD H1: H84X84 (CONC) MIRL

AIRPORT REMARKS: Attended irregularly. For reservations and assistance call 1-954-968-9675. Primary apch 145° true course inbound. Rooftop facility. PPR to use parking position, all hrs. Contact Ft Lauderdale/Hollywood Intl twr on freq 119.3 prior to entering Ft Lauderdale Class C airspace and upon tkf. Repetitive flight training and

student solos discouraged. Noise sensitive areas all quadrants. No tkfs or ldgs at eastern parking position. Parking prohibited on Idg/tkf (western) position. Maximum gross weight 11.900 lbs, Maximum rotor diameter

FERNANDINA BEACH, FLORIDA 4849 Rwy Idg APP CRS TDŹE 16 221° 16 Apt Elev

SE-3,

, 21 OCT 2010 to 18 NOV 2010

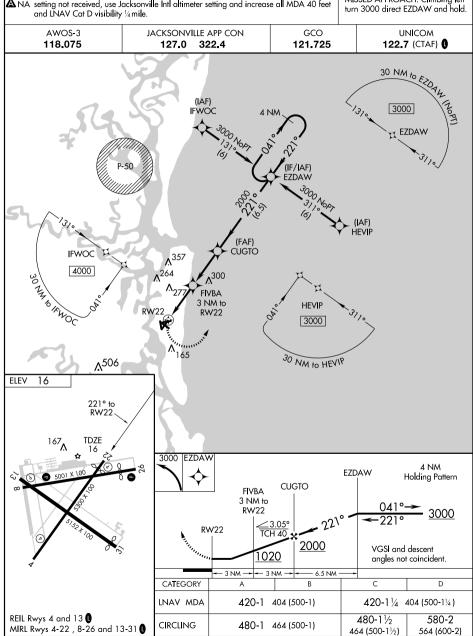
## RNAV (GPS) RWY 22 FERNANDINA BEACH MUNI (FHB)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter  $oldsymbol{\Delta}$  NA setting not received, use Jacksonville Intl altimeter setting and increase all MDA 40 feet

MISSED APPROACH: Climbing left turn 3000 direct EZDAW and hold.

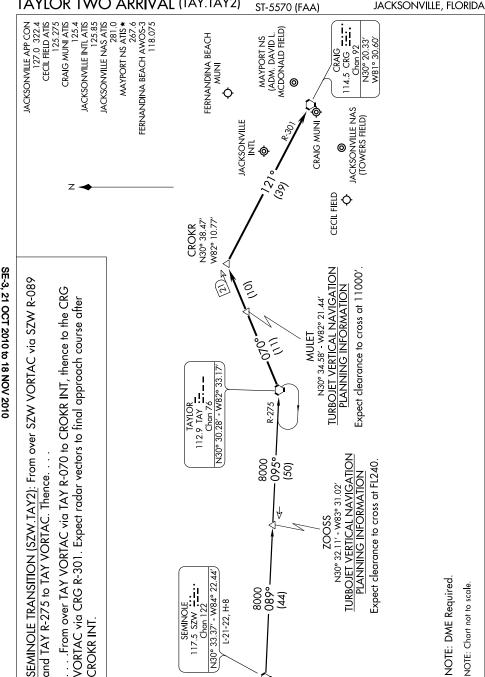
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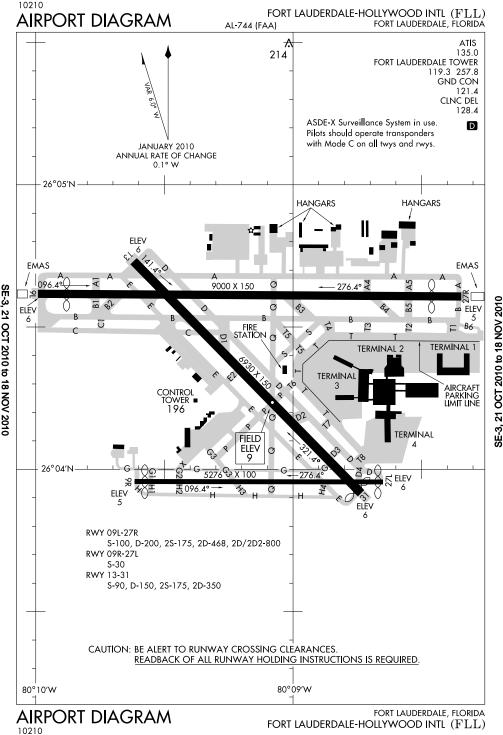
SE-3, 21 OCT 2010 to 18 NOV 2010



FERNANDINA BEACH, FLORIDA Orig 03JUN10

FERNANDINA BEACH MUNI(FHB) RNAV (GPS)





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H-81, L-23C, A

(G) G

IAP. AD

FT LAUDERDALE/HOLLYWOOD INTL N26°04.36′ W80°09.17′ (FLL) 3 SW UTC-5(-4DT) S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—1009(1000) AOE

Class I. ARFF Index E NOTAM FILE FLL RWY 09L-27R: H9000X150 (ASPH-GRVD) S-100, D-200, 2S-175,

2D-468, 2D/2D2-800 HIRL RWY 09L: MALSR. PAPI (P4R)-GA 3.0° TCH 68'. Thid dspicd 577'.

RWY 27R: RAIL. MALSR. PAPI (P4L)-GA 3.0° TCH 71'. Thid dspicd

606'. Railroad. Rgt tfc.

RWY 13-31: H6930X150 (ASPH-GRVD) S-90, D-150, 2S-175, 2D-350

RWY 13: REIL, PAPI (P4L)—GA 3.0° TCH 75', Lower GA 3.0° TCH 67', RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 75'. Lower GA 3.0° TCH 49'.

ThId dsplcd 70'. Railroad gate.

RWY 09R-27L: H5276X100 (ASPH) S-30 RWY 09R: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Thid dspicd 320'.

RWY 27L: PAPI(P4L)-GA 3.5° TCH 40'. Thid dspicd 142'. Pole. RUNWAY DECLARED DISTANCE INFORMATION

RWY 09L: TORA-9000 TODA-9000 ASDA-9000 LDA-8423

RWY 09R: TORA-5276 TODA-5276 ASDA-5276 LDA-4956 RWY 13: TORA-6930 TODA-6930 ASDA-6930 LDA-6930

RWY 27L: TORA-5276 TODA-5276 ASDA-5276 LDA-5134 RWY 27R: TORA-9000 TODA-9000 ASDA-9000 LDA-8396 RWY 31: TORA-6930 TODA-6930 ASDA-6930 LDA-6860

ARRESTING GEAR/SYSTEM

RWY 09L: EMAS

RWY 27R: EMAS

AIRPORT REMARKS: Attended continuously. Rwy 09R-27L CLOSED except to acft with wingspan less than 78' and

apch speed less than 121 knots. Rwy 09R-27L CLOSED to all acft 0300-1200Z‡. Arpt CLOSED to air carrier jet training, Arpt CLOSED to large acft training over 58,000 pounds maximum certificated gross tkf weight. Arpt

CLOSED to all training 0400-1200Z‡. ASDE-X surveillance system in use: pilots should opr transponders with Mode 'C' on all twys and rwys. Flocks of birds on and in vicinity of fld. Concentration of birds below 500', 2.0

NM west of the AER 09L and 09R. Rwy 09R-27L Grip Flex on center 50' of Rwy 09R-27L. Be alert: intersection of Twy G and Q not visible from twr. Standing water on rwy safety area AER 27R. Twy B6 clsd to acft with wingspan greater than 126' and tail greater than 46'. Twys South of Twy C and West of Rwy 13-31 except for

Twys P and E are 50' wide or less; design criteria for large acft not maintained. Acft with wingspans greater than 112' may utilize Twy E between Twys B/P by PPR only. Jet runups prohibited 0400-1200Z‡. Rwy 09R-27L CLOSED to acft in excess of 58,000 pounds maximum certificated gross tkf weight. All rwys are noise sensitive. PPR for aircraft with explosives. Turbulence below 1000 ft over landfill located 2NM W, and over electric power plant located 1 ¼ NM ENE. Rwy 13 aiming point markings located 1171' from thld. Air carrier acft use ramp push back procedures as prescribed by arpt ops. East side of Concourse B avbl only to acft with a wingspan of

less than 124.9'. Noise abatement in effect ctc airport noise abatement office 954-359-6181 for details. Arr acft from N and W maintain 6000 ft until abeam Rwy 27L, 27R on downwind. Arr acft from N maintain 6000' until a beam Rwy 09L on downwind. No VFR apchs or base legs until offshore. Rwy 27R RVR touchdown avbl. All wide-body type acft departing Rwy O9L should follow taxiway centerline into position on rwy. Acft operating from Terminal 1,2 and Gates E1, E5, E7, E9, E10 at Terminal 3 must ctc Ramp ctl. Effective 1100-0300Z‡. Flight

Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (954) 359-7857. TDWR. COMMUNICATIONS: D-ATIS 135.0 UNICOM 122.95 R MIAMI APP CON 128.6 (091°-270°) 133.775 (271°-090° 4000′ and above) 118.1 (271°-090°bio 4000′) TOWER 119.3 120.2 GND CON 121.4 121.7 CLNC DEL 128.4 PRE TAXI CLNC 128.4 RAMP CTL 118.175

(1100-0300Z±) (R) MIAMI DEP CON 128.6 (091°-270°) 126.05 (271°-090° 4000′ and above) 119.7 (271°-090°blo 4000′)

AIRSPACE: CLASS C svc continuous ctc APP CON

at fld. 10/00E.

RADIO AIDS TO NAVIGATION: NOTAM FILE FLL.

(H) VORW/DME 114.4 FLL Chan 91 N26°04.49′ W80°09.15′ VOR portion unusable 210°-225°; 226°-209° byd 10 NM blo 4000′; 226°-299° byd 25 NM blo 6000′;

I-LID

ILS 109.35

300°-330° byd 25 NM blo 8000′; 331°-209° byd 25 NM blo 6000′. DME unusable 350°-020° byd 30 NM blo 5000'.

PLANTATION NDB (MHW) 242 PJN N26°07.94′ W80°13.13′

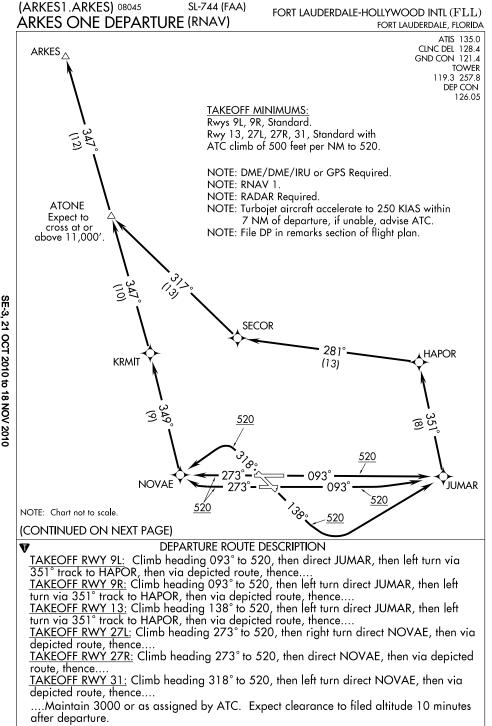
138° 5.1 NM to fld. ILS/DME 110.1 I-LHI Chan 38 Rwy 09L. CLASS IB.

(Loc only).

ILS 108.5 I-FLL Rwy 09R. (Loc only). Rwv 13.

ILS 110.7 I-UDL Rwy 27R.

COMM/NAV/WEATHER REMARKS: Freq. 121.5 not avbl at twr.



ARKES ONE DEPARTURE (RNAV) (ARKES1.ARKES) 08045

FORT LAUDERDALE, FLORIDA
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

FORT LAUDERDALE, FLORIDA

# TAKEOFF OBSTACLE NOTES: Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379'

left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL. Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree

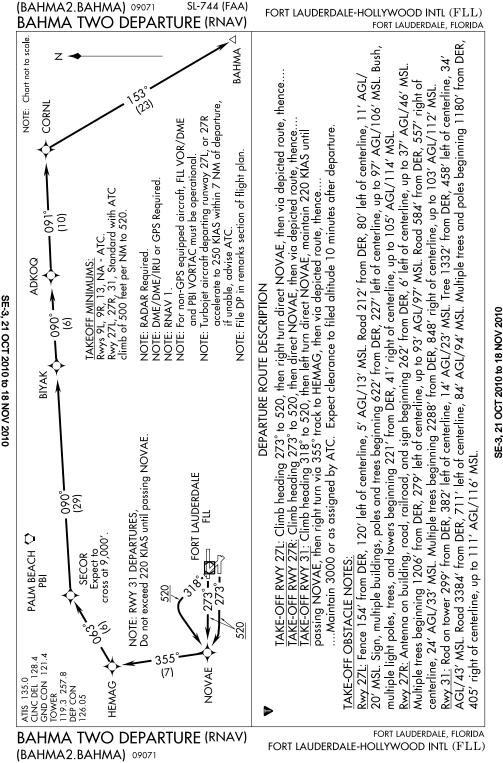
783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL. Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to

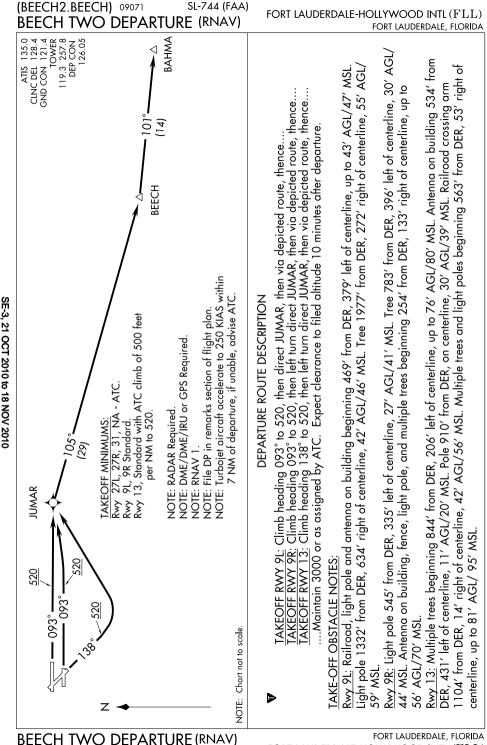
76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/ 95' MSL. Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212'

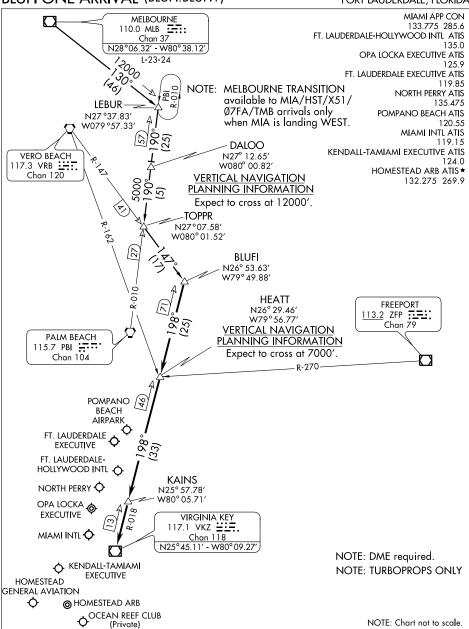
from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline, up to 105' AGL/114' MSL. Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6'

left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from DER, 848' right

of centerline, up to 103' AGL/112' MSL. Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from DER, 458' left of centerline, 34' AGL/43 MSL. Road 3384' from DER, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.







MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

CURSO TWO ARRIVAL (RNAV)

# ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JOPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

<u>Landing KFXE</u>: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

<u>Landing KFLL:</u> From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

<u>Landing KHWO:</u> From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°.

Landing KX51: From over MNNDY via 116° track to KX51.

Expect radar vectors to final approach course.

Landing K07FA: From over MNNDY via 123° track to K07FA.

<u>Landing KHST:</u> From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

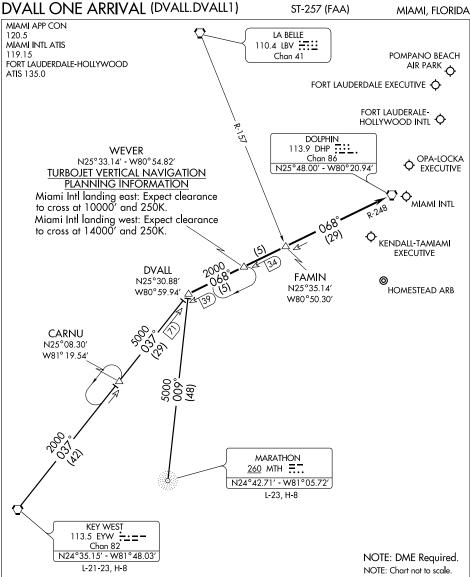
#### LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.

KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

ONE ARRIVAL 08157

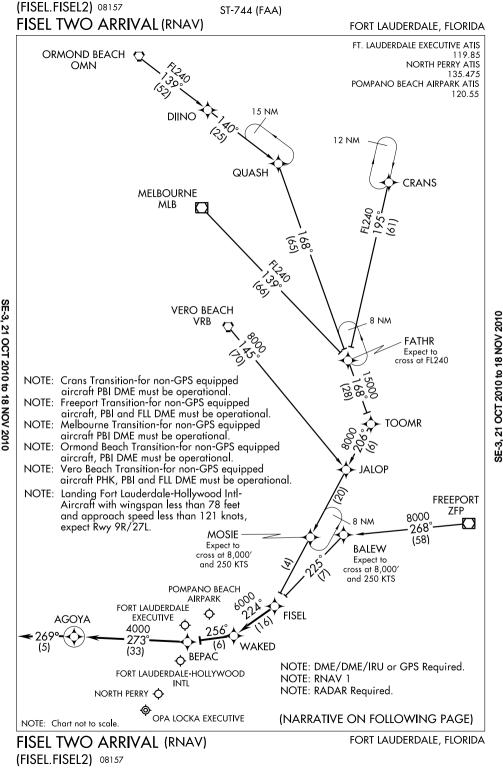
FORT LAUDERDALE, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037

to DVALL INT. Thence. . . . MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . .

. . . . From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.



(FISEL.FISEL2) 06271 ST-744 (FAA) FISEL TWO ARRIVAL (RNAV) FORT LAUDERDALE, FLORIDA

## ARRIVAL ROUTE DESCRIPTION

CRANS TRANSITION (CRANS.FISEL2): FREEPORT TRANSITION (ZFP.FISEL2):

MELBOURNE TRANSITION (MLB.FISEL2):

ORMOND BEACH TRANSITION (OMN.FISEL2): VERO BEACH TRANSITION (VRB.FISEL2):

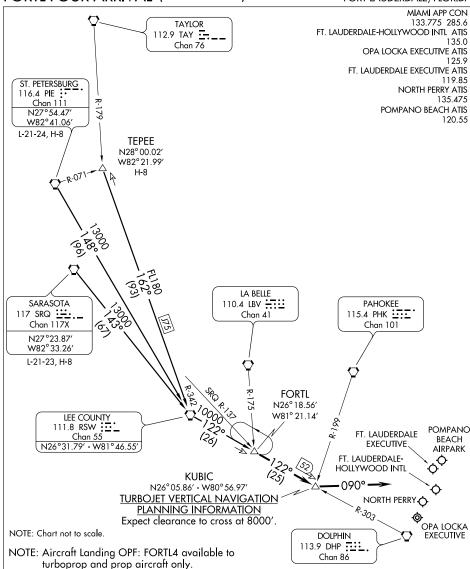
From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3, 21 OCT 2010 to 18 NOV 2010



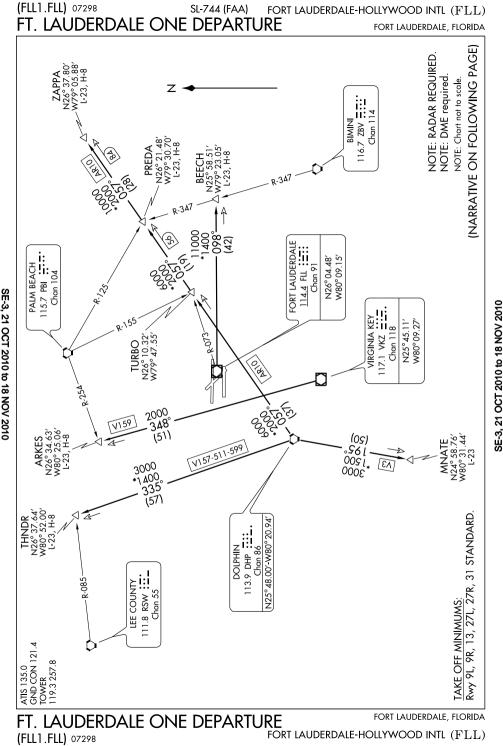
ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

.From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

21 OCT 2010 to 18 NOV 2010



## V

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9R/31: Climb on assigned heading. Thence ....

TAKE-OFF RUNWAY 9L: Climb on assigned heading. If assigned left turn, climb to 500 before turning left. Thence ....

TAKE-OFF RUNWAY 13: Climb on assigned heading. If assigned right turn, climb to 800 before

turning right. Thence .... TAKE-OFF RUNWAY 27L: Climb on assigned heading. If assigned left turn climb to 600 before turnina left. Thence...

TAKE-OFF RUNWAY 27R: Climb on assianed heading. If assianed left turn, climb to 500 before

turnina left. Thence... ....Maintain 3000 or assigned lower altitude and expect radar vectors to appropriate transition.

Expect further clearance to filed altitude ten minutes after departure.

ARKES TRANSITION (FLL1.ARKES): Intercept VKZ VOR/DME R-348 to ARKES INT. Then as filed.

BEECH TRANSITION (FLL1.BEECH): From FLL VOR/DME via R-098 to BEECH INT. Then as filed. MNATE TRANSITION (FLL1.MNATE): From over DHP VORTAC via R-195 to MNATE DME fix.

Then as filed PREDA TRANSITION (FLL1. PREDA): From over DHP VORTAC via R-057 to PREDA INT. Then as

filed. If filed via BR70V, expect radar vector to filed route after PREDA. If radio contact is not established by PREDA, turn right heading 120° and join filed route. THNDR TRANSITION (FLL1.THNDR): From over DHP VORTAC via DHP R-335 to THNDR INT.

Then as filed.

ZAPPA TRANSITION (FLL1.ZAPPA): Intercept DHP VORTAC R-057 to ZAPPA. Then as filed.

#### TAKE-OFF OBSTACLES

NOTE: Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL.

Rwy 9R: Light pole 545' from DER 335' left of centerline, 27' AGL/ 41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of

centerline, up to 56' AGL/70' MSL. Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to NOTE: 76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad

crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/95' MSL. NOTE:

Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Vehicle on road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline, up to 105' AGL/114' MSL.

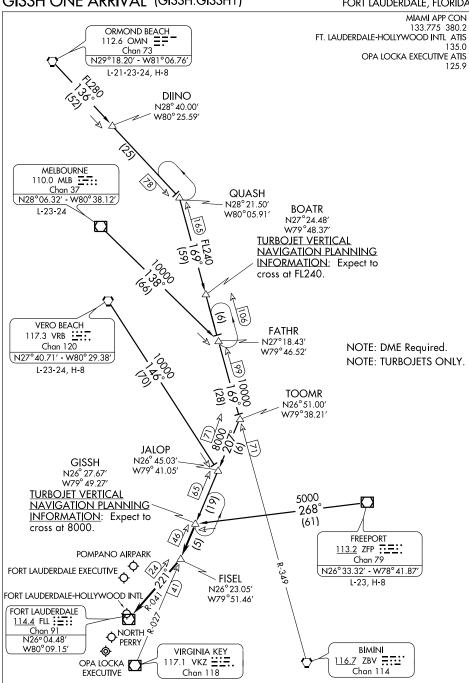
Rwy 27R: Antenna on building, vehicle on road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/ 46' MSL. Multiple trees beginning NOTE: 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Vehicle on road 584' from DER, 557' right of centerline, 24' AGL/ 33' MSL. Mulitple trees beginning 2288' from DER, 848' right of centerline, up to 103' AGL/112' MSL.

Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Treé 1332' from DER, 458' left of centerline, 34' AGL/43' MSL. Vehicle on road 3384' from DER, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning

1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.

FT. LAUDERDALE ONE DEPARTURE

FORT LAUDERDALE, FLORIDA



(NARRATIVE ON FOLLOWING PAGE)

21 OCT 2010 to 18 NOV 2010

#### ARRIVAL DESCRIPTION

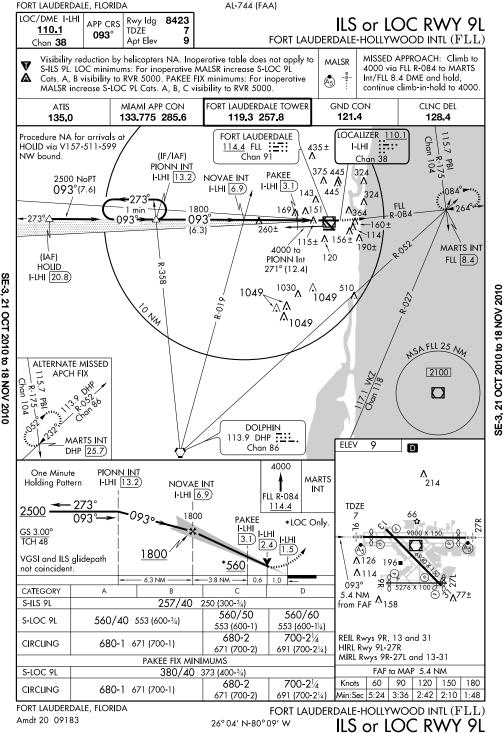
FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

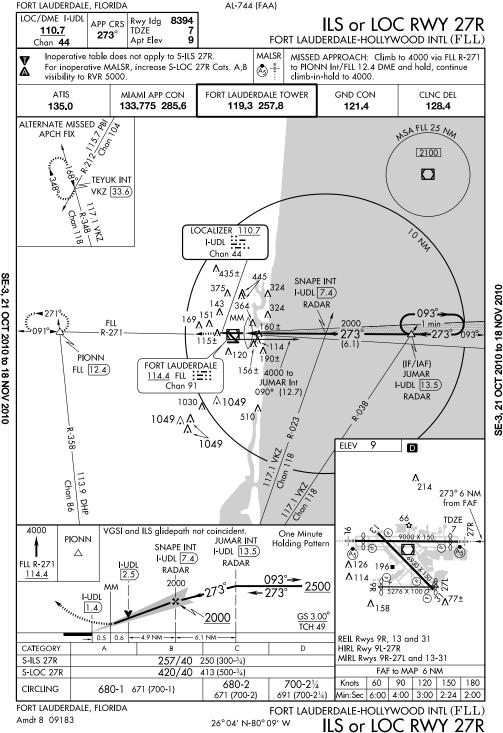
MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

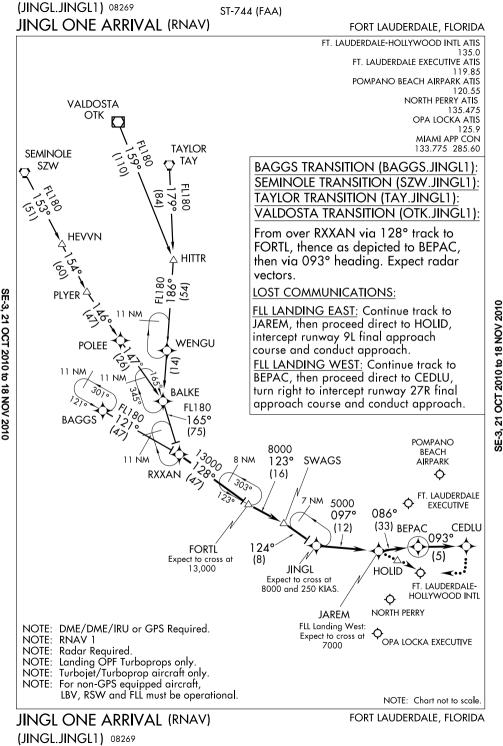
ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

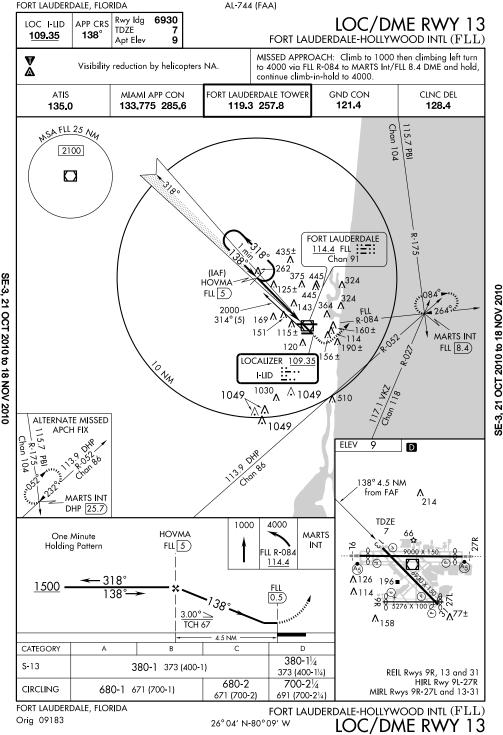
VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

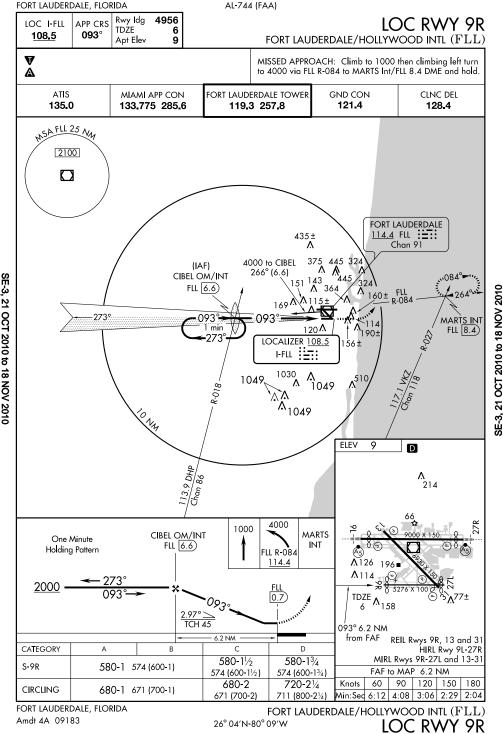
. . . . From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

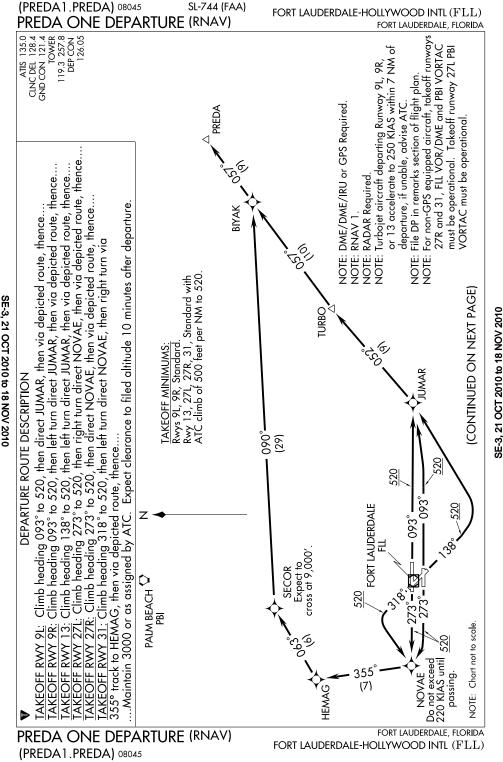












FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

FORT LAUDERDALE, FLORIDA

# TAKEOFF OBSTACLE NOTES: Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379'

left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL.

Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL. Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to

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Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline,

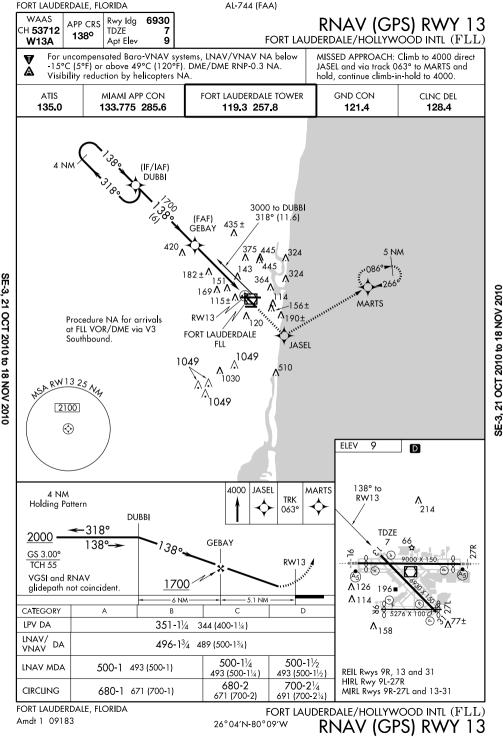
up to 105' AGL/114' MSL. Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of

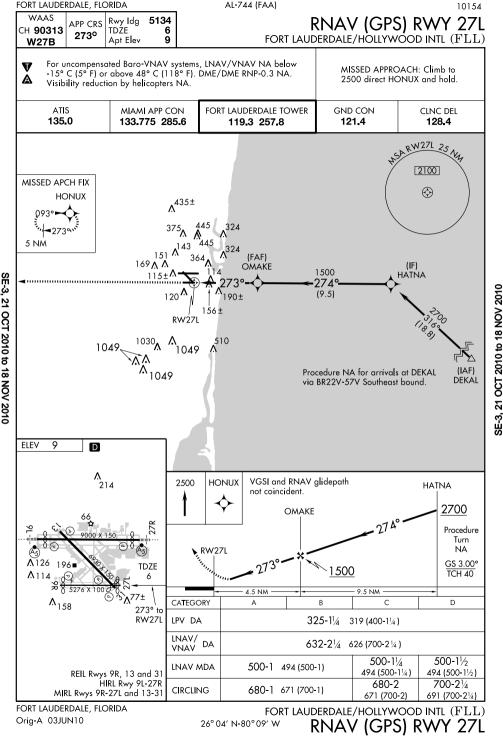
of centerline, up to 103' AGL/112' MSL.

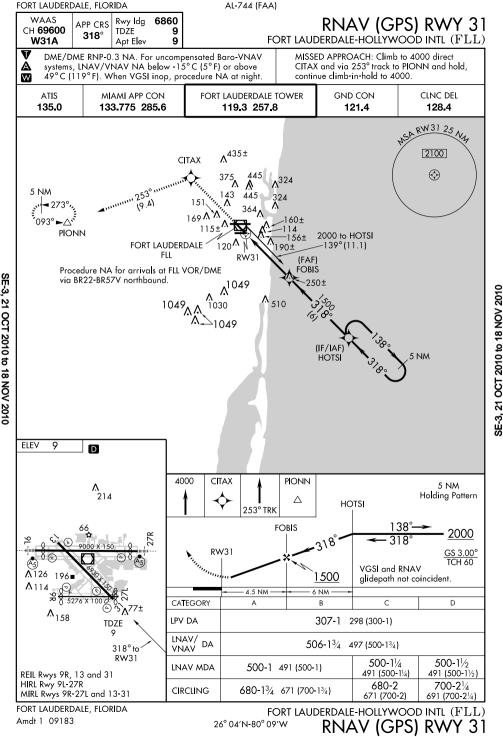
from DER, 405' right of centerline, up to 111' AGL/116' MSL.

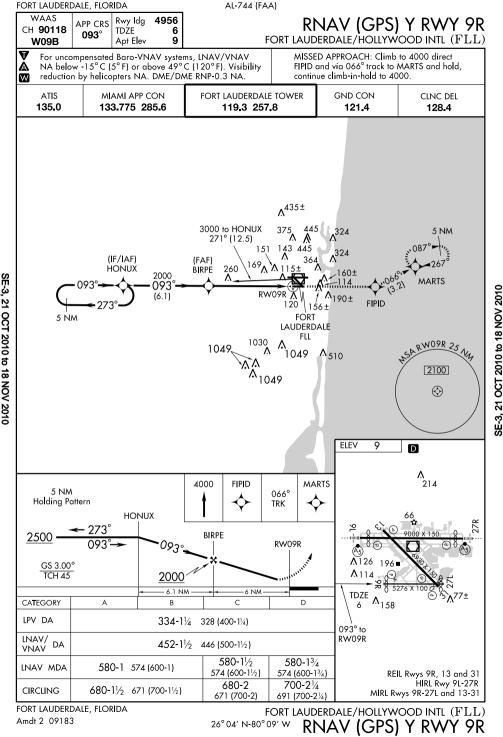
SE-3, 21 OCT 2010 to 18 NOV 2010

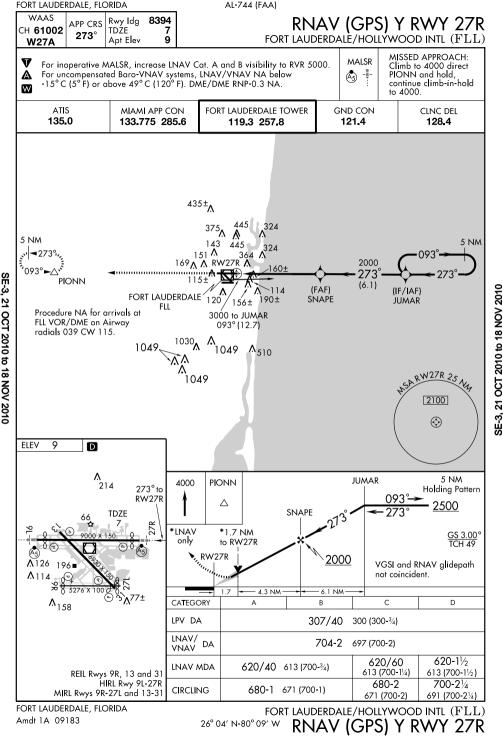
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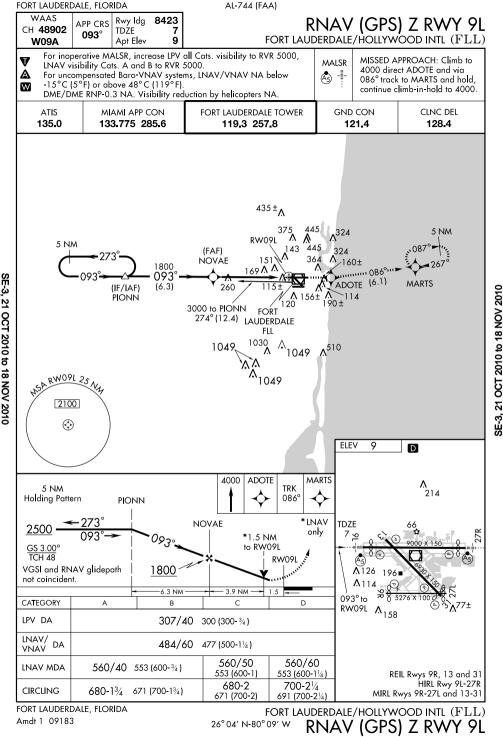


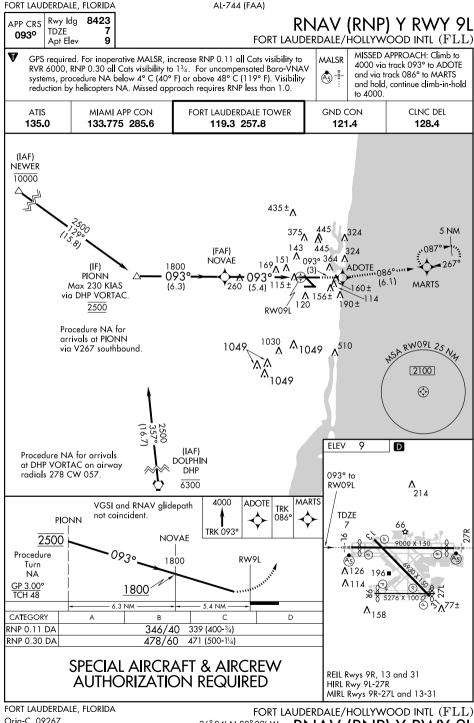






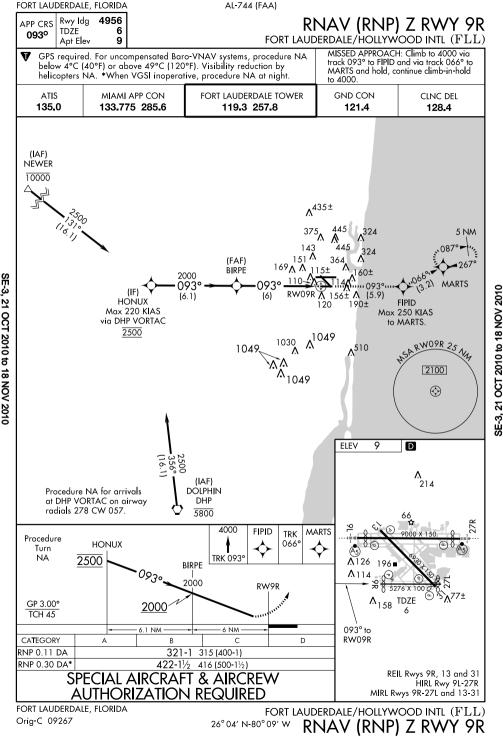


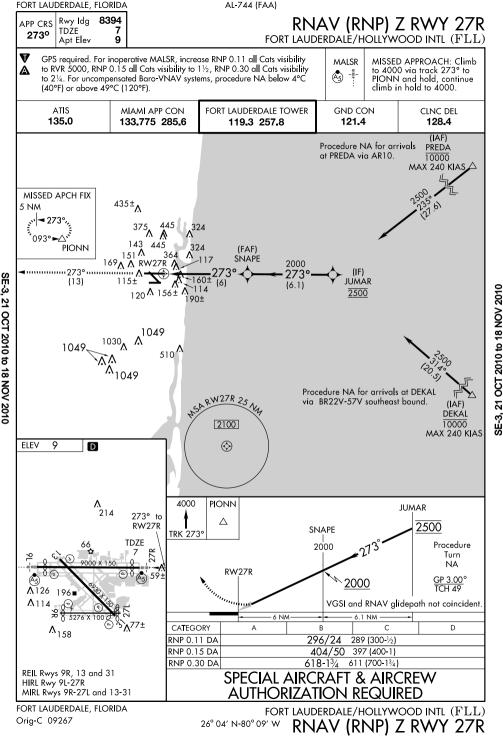


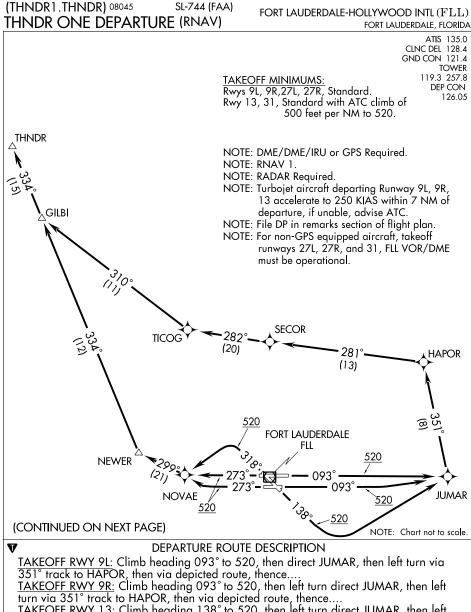


Orig-C 09267

SE-3, 21 OCT 2010 to 18 NOV 2010







TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....

TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via

depicted route, thence....

TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted

route, thence....

TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then via depicted route, thence....
....Maintain 3000' or as assigned by ATC. Expect clearance to filed altitude 10 minutes

after departure. THNDR ONE DEPARTURE (RNAV)

FORT LAUDERDALE, FLORIDA

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

SE-3, 21 OCT 2010 to 18 NOV 2010

# TAKEOFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL.

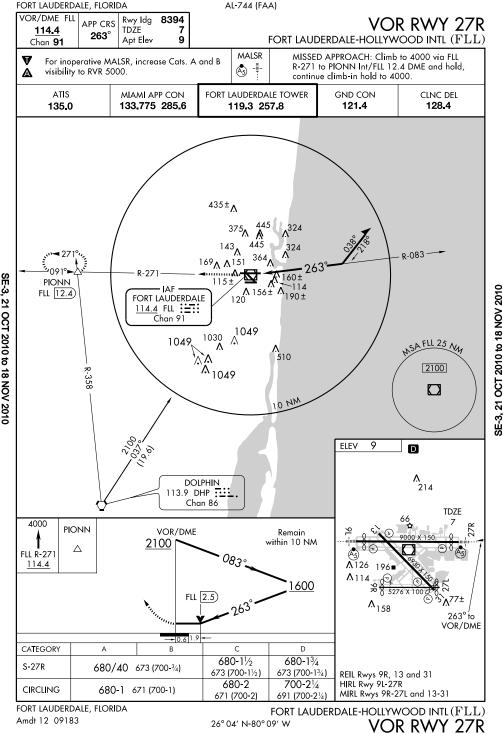
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Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/ 95' MSL. Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212'

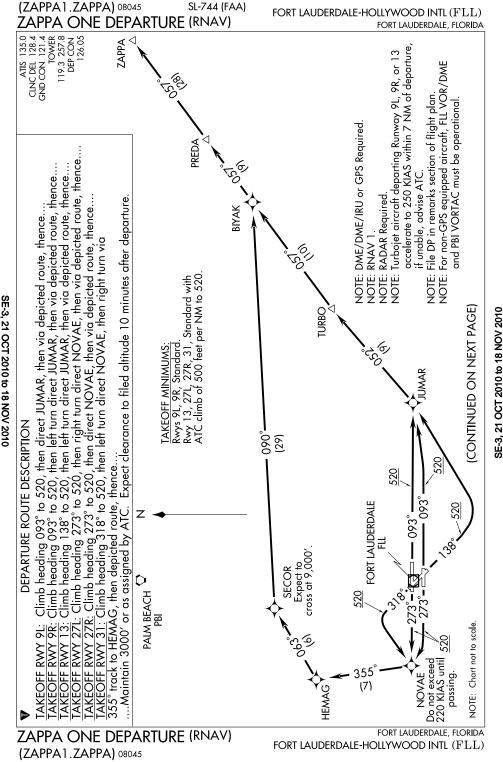
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Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from DER, 848' right

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08157 ST-744 (FAA) ARRIVAL (RNAV) FORT LAUDERDALE, FLORIDA MIAMI APP CON 125.90 NORTH PERRY ATIS 135.475 POMPANO BEACH ATIS NOTE: Chart not to scale. 28.60 306.475 (4000 and below) 119.45 290.325 (5000 and above) FT. LAUDERDALE-HOLLYWOOD INTL ATIS 35.00 **OPA LOCKA EXECUTIVE ATIS** FT. LAUDERDALE EXECUTIVE ATIS 120.55 1780 NASSAU ૢ૽૾૾ DME/DME/IRU or GPS Required. 'oc ¥Z 8 MAJUR 令 Radar required RNAV 1 (52) 512 081<sub>14</sub> NOTE: NOTE: MAYKO 12000 **FREEPORT** 279° 58) BAHMA 61, URSUS ¥ Z 8 0005 ZOLLA FOWE FL180 -356° (15) SE-3, 21 OCT 2010 to 18 NOV 2010 SKIPS Expect to cross at 6000 and 250 KTS Expect to cross at 5000 and 250 KTS Landing Fort Lauderdale Intl West: Landing Fort Lauderdale Intl East: 16000 2000 (42) (37) Expect to cross at 4000 WIERS ,0000/ Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors TURBOJETS PROPS: From over ZBV VORTAC via 299° track to WIERS WP, thence as DEKAL BIMIZ 0000 Landing Fort Lauderdale Executive, Pompano Beach Airpark: ZZ S 4000 JRSUS TRANSIŤIÓN, ZBV must be operational. ZD/AX to final approach course prior to KEVEY WP. NASSAU TRANSITION, ZFP, ZBV, VKZ, and to final approach course prior to FRRDY WP Landing North Perry, Opa Locka Executive: and approach speed less than 121 knots, ZASSAU TRANSITION (ZOA: WAVUN1): Aircraft with wingspan less than 78 feet Landing Fort Lauderdale-Hollywood Intl-FREEPORT TRANSITION (ZFP. WAVUN1) URSUS TRANSITION (URSUS WAVUN1) Expect radar vectors after WAVUN WP. POMPANO BEACH KEVEY HOLLYWOOD INTL FT. LAUDERDALE -Expect radar vectors after DEKAL WP AIRPARK For non-GPS equipped aircraft 28) PBI must be operational. **OPA LOCKA EXECUTIVE** expect Rwy 9R/27L depicted to FRRDY WP. FT. LAUDERDALE NORTH PERRY EXECUTIVE FRRDY ◁ NOTE NOTE: **ARRIVAL** (RNAV) FORT LAUDERDALE, FLORIDA



# TAKEOFF OBSTACLE NOTES:

left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL. Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree

Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379'

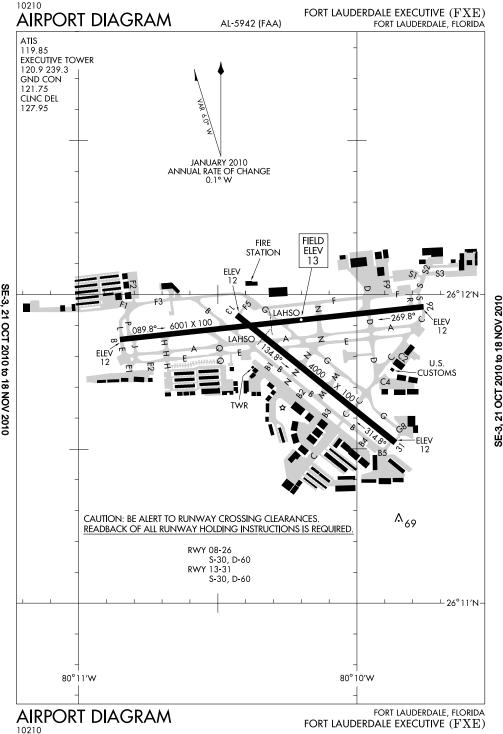
783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL. Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to

76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/ 95' MSL.

Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline, up to 105' AGL/114' MSL.

Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from DER, 848' right

of centerline, up to 103' AGL/112' MSL. Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from DER, 458' left of centerline, 34' AGL/43 MSL. Road 3384' from DER, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.



80

```
FT LAUDERDALE EXECUTIVE (FXE) 5 N UTC-5(-4DT) N26°11.84′ W80°10.24′
                                                                                                         MIAMI
            S4
                 FUEL 100LL, JET A OX 1, 3 TPA—See Remarks LRA NOTAM FILE FXE
                                                                                                  H-81, L-23C, A
  RWY 08-26: H6001X100 (ASPH-GRVD) S-30, D-60
                                                                                                        IAP AD
    RWY 08: MALSR, PAPI(P4L)-GA 3.0° TCH 44', Trees.
    RWY 26: REIL. PAPI(P4L)-GA 3.25° TCH 28'. Bldg.
  RWY 13-31: H4000X100 (ASPH-GRVD) S-30, D-60
                                                      MIRI
    RWY 13: REIL, PAPI(P2L)-GA 3.25° TCH 40', Trees.
    RWY 31: REIL. PAPI(P2L)-GA 3.25° TCH 48'.
  LAND AND HOLD SHORT OPERATIONS
       LANDING
                      HOLD SHORT POINT
                                            DIST AVBL
       RWY 26
                      13-31
                                            3000
       RWY 31
                      08 - 26
                                            3250
  AIRPORT REMARKS: Attended continuously. Flocks of birds on and invof
     arpt. Rwy 13-31 CLOSED 0300-1200Z‡ when Rwy 08-26 is
    operational full length. Portions of Rwy 31 run-up area (W of Twy
     B) are not visible from the twr. Taxilane C (SW of Twv B) is a
    non-controlled operational area. Reg progressive taxi if unfamiliar.
    TPA—for lgt acft 1013(1000); jet acft 1513(1500); helicopters
    513(500), 126 ft building 1 mile E of arpt along Rwys 08-26
```

restriction of jet acft on Rwy 13-31. Rwy 26 nighttime preferential use rwy. Reg Quiet One departure for Rwy 08 eastbound 0300-1200Z±. Voluntary use of National Business Acft Association standard noise abatement procedure reg. For noise abatement procedure call 954-828-4978 during business hrs and 954-828-6666 evenings and weekends. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices-U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (954) 772-2537, LAWRS.

centerline. All acft operators avoid overflights of residential area one-half mile SW of control twr. All rwys noise sensitive and monitored 24 hrs. Jet runups prohibited 0000-1200Z‡, Voluntary

COMMUNICATIONS: ATIS 119.85 UNICOM 122.95

(R) MIAMI APP/DEP CON 119.7 (Usable 4000' and below.)

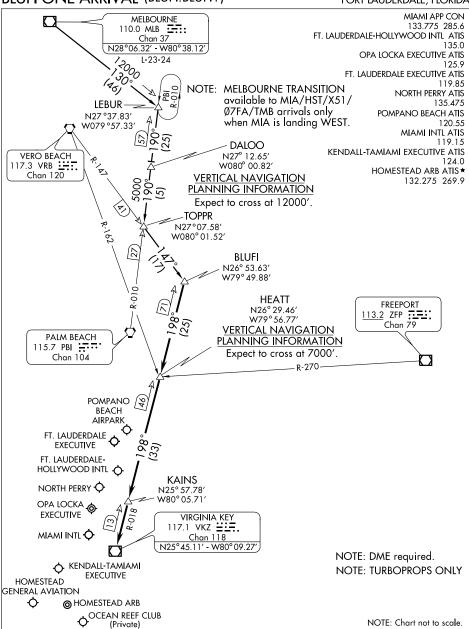
EXECUTIVE TOWER 120 9 GND CON 121.75 CLNC DEL 127.95 AIRSPACE: CLASS D svc continuously.

RADIO AIDS TO NAVIGATION: NOTAM FILE FLL

(H) VORW/DME 114.4 FLL Chan 91 N26°04.49′ W80°09.15′ 352° 7.4 NM to fld. 10/00E. PRAIZ NDB (MHW/LOM) 221 FX N26°11.14′ W80°17.91′ 087° 6.9 NM to fld. NOTAM FILE FXE. Unmonitored

when twr clsd ILS 111.1 I-FXE Rwy 08.

LOM PRAIZ NDB.



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

21 OCT 2010 to 18 NOV 2010

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

NOTE: RNAV 1. NOTE: Radar required. NOTE: For non-GPS equipped aircraft, EYW

NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.

NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI, FLORIDA

21 OCT 2010 to 18 NOV 2010

CURSO TWO ARRIVAL (RNAV)

# ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JOPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

<u>Landing KFXE</u>: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

<u>Landing KFLL:</u> From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

<u>Landing KHWO:</u> From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°.

Landing KX51: From over MNNDY via 116° track to KX51.

Expect radar vectors to final approach course.

Landing K07FA: From over MNNDY via 123° track to K07FA.

<u>Landing KHST:</u> From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

#### LOST COMMUNICATIONS:

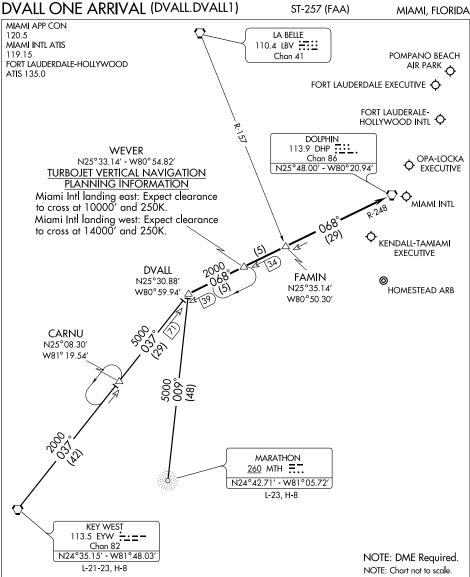
KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.

KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

ONE ARRIVAL 08157

FORT LAUDERDALE, FLORIDA

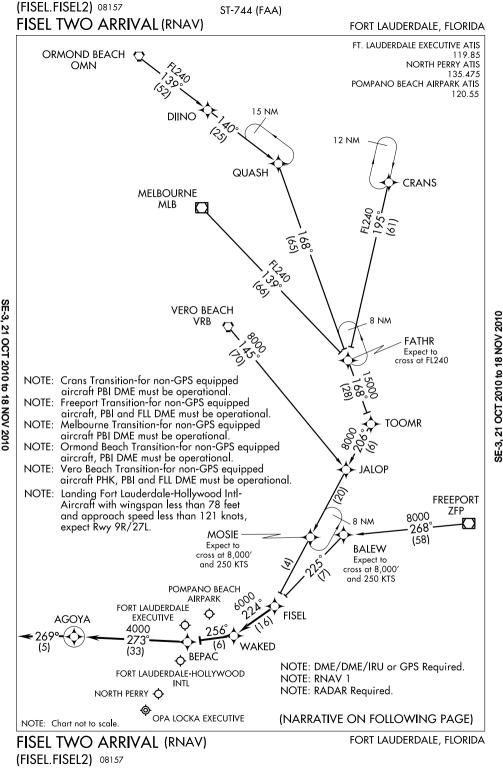
SE-3, 21 OCT 2010 to 18 NOV 2010



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037

to DVALL INT. Thence. . . . MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . .

. . . . From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.



(FISEL.FISEL2) 06271 ST-744 (FAA) FISEL TWO ARRIVAL (RNAV) FORT LAUDERDALE, FLORIDA

### ARRIVAL ROUTE DESCRIPTION

CRANS TRANSITION (CRANS.FISEL2): FREEPORT TRANSITION (ZFP.FISEL2):

MELBOURNE TRANSITION (MLB.FISEL2):

ORMOND BEACH TRANSITION (OMN.FISEL2): VERO BEACH TRANSITION (VRB.FISEL2):

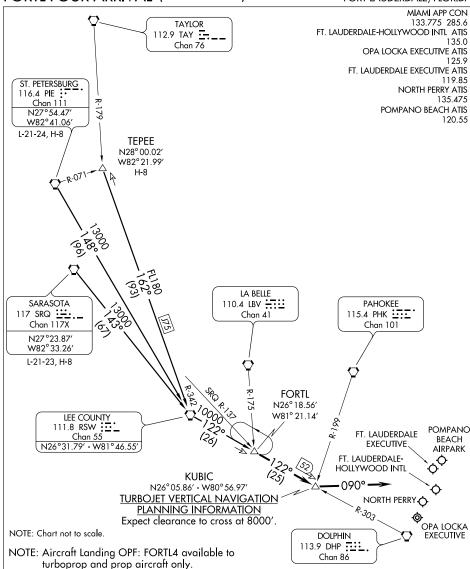
From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3, 21 OCT 2010 to 18 NOV 2010



ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

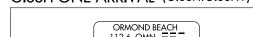
SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

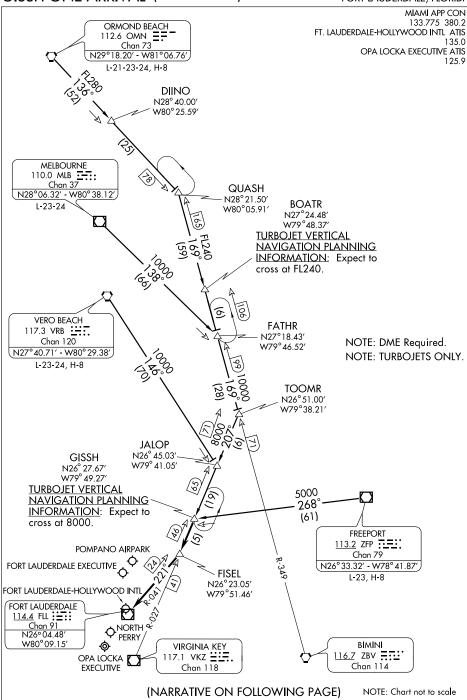
TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

.From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

21 OCT 2010 to 18 NOV 2010

(FLL1.FLL) 07298 SL-5942 (FA FT. LAUDERDALE ONE DEPARTURE SL-5942 (FAA) FORT LAUDERDALE EXECUTIVE (FXE)FORT LAUDERDALE, FLORIDA (NARRATIVE ON FOLLOWING PAGE) NOTE: RADAR REQUIRED. N26° 37.80′ W79° 05.88′ L-23′ H-8 ZAPPA NOTE: DME required NOTE: Chart not to scale. 116.7 ZBV ==== Chan 114 BIMIN N26° 21.48′ W79° 30.70′ L 23, H-8 N25° 58.51′ W79° 23.05′ PREDA BEECH 11000 \*1400 860 42) FORT LAUDERDALE 150 114.4 FIL === 115.7 PBI **∷∵**∵ W80° 09.15′ N26° 04.48′ PALM BEACH Chan 91 Chan 104 SE-3, 21 OCT 2010 to 18 NOV 2010 117.1 VKZ 🚟 VIRGINIA KEY N25°45.11′ W80° 09.27′ R-073-Chan 118 N26° 10.32′ W79° 47.55′ TURBO OLA 13/6) 0000 2000 - 348° (51) V159 N26° 34.63′ W80° 25.06′ L-23, H-8 (20) 1200 3000 3000 MNATE N24° 58.76′ W80° 31.44′ L-23 ARKES V157-511. 3000 \*1400 - 335 - (57) 13 THNDR N26° 37.64′ W80° 52.00′ L-23′ H-8 N25° 48.00′-W80° 20.94′ 113.9 DHP :::: Rwy 8, 13, 26, 31 STANDARD. DOLPHIN Chan 86 111.8 RSW ::: -R-085-LEE COUNTY **TAKE OFF MINIMUMS:** Chan 55 **EXECUTIVE TOWER GND CON 121.75** 120.9 239.3 ATIS 119.85 AUDERDALE ONE DEPARTURE FORT LAUDERDALE, FLORIDA FORT LAUDERDALE EXECUTIVE (FXE) (FLL1.FLL) 07298





21 OCT 2010 to 18 NOV 2010

#### ARRIVAL DESCRIPTION

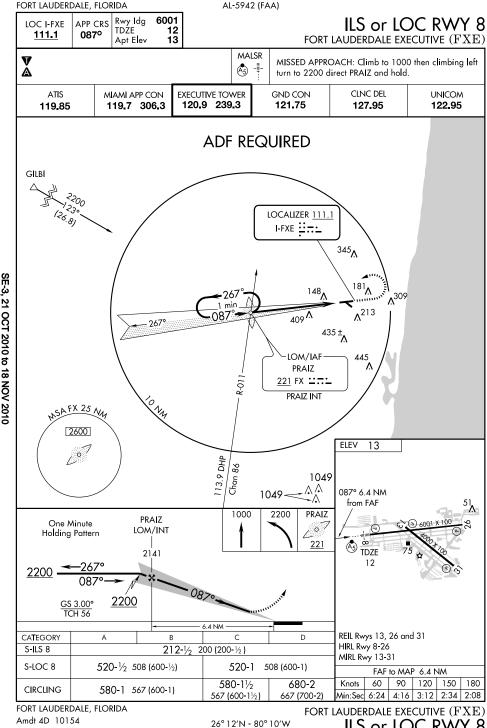
FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

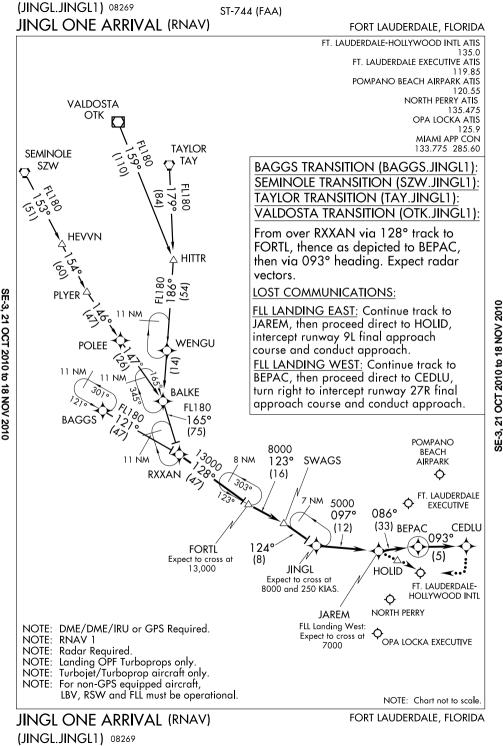
ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . . From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.



ILS or



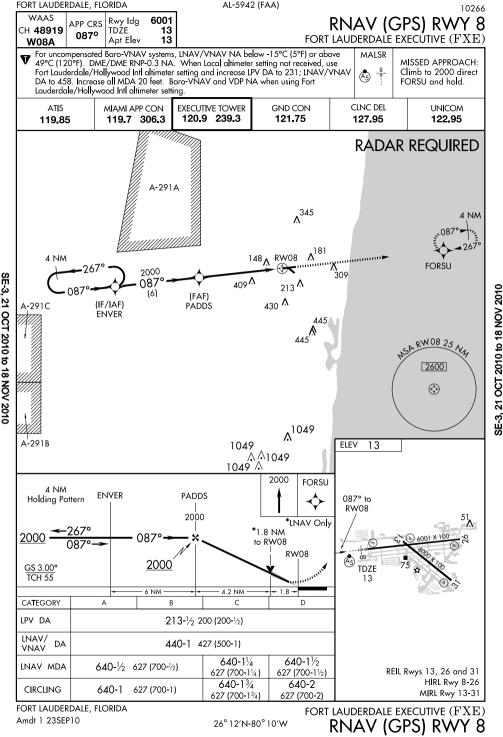
#### LAND AND HOLD SHORT OPERATIONS (LAHSO)

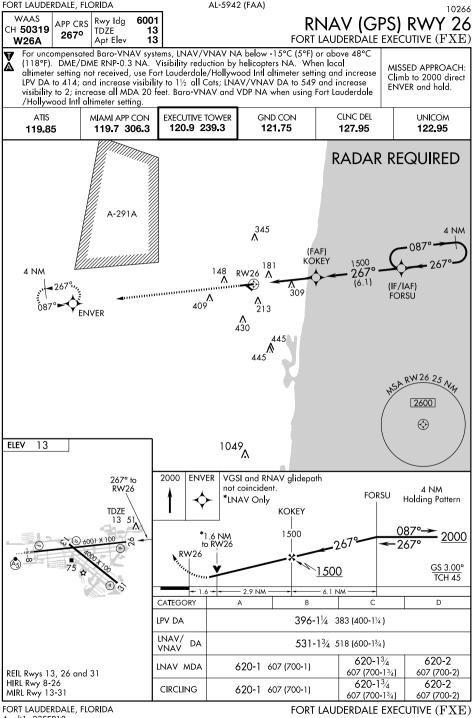
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned

Specific questions regarding these distances sho The Aeronautical Information Manual contains sp		•	•
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
IACKSONIVILLE EL	31	08-26	3,250 feet
JACKSONVILLE, FL CRAIG MUNI (CRG)	05	14-32	3,600 feet
OKAIO MONI (OKO)	14	05-23	3,650 feet
LAKELAND, FL		00 20	0,000 1001
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
, ,	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL	0.5	40.04	4.470.4
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
CINEANDO GAINI CIND (GI D)	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
OT DETERORUPO OF EARWATER FL	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL ST. PETERSBURG-CLEARWATER INTL			
(PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L 22	04-22 17L-35R	7,557 feet 4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL	COIL	00 21	0,400 1001
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
VEDO BEACH EL	36	09-27	3,750 feet
VERO BEACH, FL VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
VERO BEAGITIMONI (VICE)	23L	04 22	4,7000 1001
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010





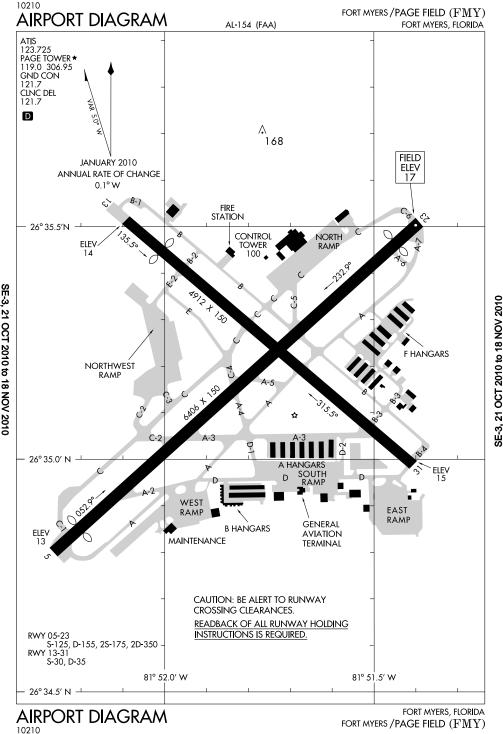
Amdt1 23SEP10

SE-3,

21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RV

08157 ST-744 (FAA) ARRIVAL (RNAV) FORT LAUDERDALE, FLORIDA MIAMI APP CON 125.90 NORTH PERRY ATIS 135.475 POMPANO BEACH ATIS NOTE: Chart not to scale. 28.60 306.475 (4000 and below) 119.45 290.325 (5000 and above) FT. LAUDERDALE-HOLLYWOOD INTL ATIS 35.00 **OPA LOCKA EXECUTIVE ATIS** FT. LAUDERDALE EXECUTIVE ATIS 120.55 1780 NASSAU ૢ૽૾૾ DME/DME/IRU or GPS Required. 'oc ¥Z 8 MAJUR 令 Radar required RNAV 1 (52) 512 081<sub>14</sub> NOTE: NOTE: MAYKO 12000 **FREEPORT** 279° 58) BAHMA 61, URSUS ¥ Z 8 0005 ZOLLA FOWE FL180 -356° (15) SE-3, 21 OCT 2010 to 18 NOV 2010 SKIPS Expect to cross at 6000 and 250 KTS Expect to cross at 5000 and 250 KTS Landing Fort Lauderdale Intl West: Landing Fort Lauderdale Intl East: 16000 2000 (42) (37) Expect to cross at 4000 WIERS ,0000/ Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors TURBOJETS PROPS: From over ZBV VORTAC via 299° track to WIERS WP, thence as DEKAL BIMIZ 0000 Landing Fort Lauderdale Executive, Pompano Beach Airpark: ZZ S 4000 JRSUS TRANSIŤIÓN, ZBV must be operational. ZD/AX to final approach course prior to KEVEY WP. NASSAU TRANSITION, ZFP, ZBV, VKZ, and to final approach course prior to FRRDY WP Landing North Perry, Opa Locka Executive: and approach speed less than 121 knots, ZASSAU TRANSITION (ZOA: WAVUN1): Aircraft with wingspan less than 78 feet Landing Fort Lauderdale-Hollywood Intl-FREEPORT TRANSITION (ZFP. WAVUN1) URSUS TRANSITION (URSUS WAVUN1) Expect radar vectors after WAVUN WP. POMPANO BEACH KEVEY HOLLYWOOD INTL FT. LAUDERDALE -Expect radar vectors after DEKAL WP AIRPARK For non-GPS equipped aircraft 28) PBI must be operational. **OPA LOCKA EXECUTIVE** expect Rwy 9R/27L depicted to FRRDY WP. FT. LAUDERDALE NORTH PERRY EXECUTIVE FRRDY ◁ NOTE NOTE: **ARRIVAL** (RNAV) FORT LAUDERDALE, FLORIDA



**FLORIDA** 

RWY 13-31: H4912X150 (ASPH) S-30. D-35 MIRL RWY 13: VASI(V4L)—GA 3.0° TCH 30'. Thid dspicd 615'. Fence.

RWY 05: TORA-6401 TODA-6401 ASDA-6401

RWY 13: TORA-4909 TODA-4909 ASDA-4909

RWY 23: TORA-6401 TODA-6401 ASDA-6401

RWY 31: VASI(V4L)-GA 3.0° TCH 39', Fence. RIINWAY DECLARED DISTANCE INFORMATION

RWY 05: VASI(V4L)—GA 3.0° TCH 52'. Thid dspicd 459'. Fence. RWY 23: VASI(V4L)—GA 3.0° TCH 55'. Thid dsplcd 399'. Railroad.

RWY 31: TORA-4667 TODA-4907 ASDA-4667 LDA-4667 AIRPORT REMARKS: Attended 1200-0400Z±. High density bird population within arpt boundaries. PAEW adjacent to rwy and twys

during dalgt hrs. Brightly Igtd ball fld 1500 feet SE of apch end Rwy 05. Noise sensitive arpt-voluntary restriction for large acft and jet acft conducting multiple apchs and/or clsd tfc. Twy B SE

FORT MYERS N26°35 19' W81°51 85' RCO 122.65 122.2 122.1R (MIAMI RADIO) FORT MYERS

(FMY)

82

PAGE FLD

17

3 S UTC-5(-4DT) N26°35.20′ W81°51.80′ MIAMI S4 FUEL 100LL, JET A LRA NOTAM FILE FMY H-8H, L-21D, 23B

MIAMI

H-8H, L-21D, 23B

of Twy A is non-movement area not visible from twr. Taxilane D between Twv D-1 and Twv D-2 is non-movement area not visible

from twr. Scheduled commercial passenger opr prohibited. For information call arpt manager 813-768-1000. Fees for all charter

LDA-5947 LDA-4297

LDA-6001

and revenue producing acft. PPR for customs clearance, call 239-561-6205, Air to FBO communications avbl on 130.55. No scheduled commercial passenger ops for info call airport manager 239-936-1443.

WEATHER DATA SOURCES: ASOS (239) 936-2318, LAWRS. COMMUNICATIONS: CTAF 119 0 ATIS 123 725 FORT MYERS RCO 122.65 122.2 122.1R (MIAMI RADIO).

R FORT MYERS APP/DEP CON 126.8 (1100-0500Z‡) (R) MIAMI CENTER APP/DEP CON 134.75 (0500-1100Z‡)

TOWER 119.0 (1200-0300Z±) GND CON 121.7 CLNC DEL 121.7

AIRSPACE: CLASS D svc 1200-0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RSW.

ILS 110.7 I-FMY Rwy 05. LOM CALOO NDB, ILS unmonitored.

LEE CO (L) VORTAC 111.8 RSW Chan 55 N26°31.79′ W81°46.55′ 308° 5.8 NM to fld. 25/02W. HIWAS. CALOO NDB (LOM) 341 FM N26°30,97' W81°57,01' 051° 6,3 NM to fld. NOTAM FILE FMY.

RWY 05-23: H6406X150 (ASPH-GRVD) S-125, D-155, 2S-175, 2D-350 MIRI IAP. AD 50 111 64067 ₩

**ORLANDO** 

**ATIS** 123.725

CLNC DEL

NOTE: RADAR required. NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: For Turbojet aircraft only. NOTE: For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's

must be operational.

## TAKEOFF OBSTACLES:

Rwy 5: Bush, train and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL. Rwy 13: Bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52 AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. OL on building 829' from DER, 447' left of centerline, 34' AGL/48' MSL. Rwy 23: Sign, concrete pole, OL on pole, tree and

trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL Rwy 31: Concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline, up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of

centerline, up to 74' AGL/88' MSL.

antenna beginning 98' from DER, 95' right of centerline, up 36' AGL/49' MSL. Vehicles, concrete pole, OL on pole and

ORL LAKELAND 121.7 GND CON 121.7 PAGE TOWER ★ 119.0 (CTAF) 306.95 FORT MYERS DEP CON★ 126.8 385.45 **PULEC** JUNLO **CSHEL** 

TAKEOFF MINIMUMS Rwy 5, 13, 23, 31: Standard.

NOTE: Chart not to scale.

V

SE-3, 21 OCT 2010 to 18 NOV 2010

#### DEPARTURE ROUTE DESCRIPTION

LAL

TAKEOFF ALL RUNWAYS: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence . . . .

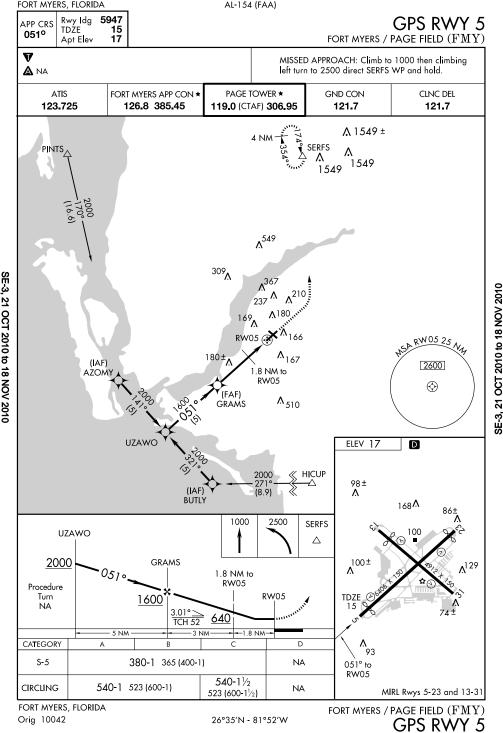
. . . . via (transition). Maintain 1500, or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

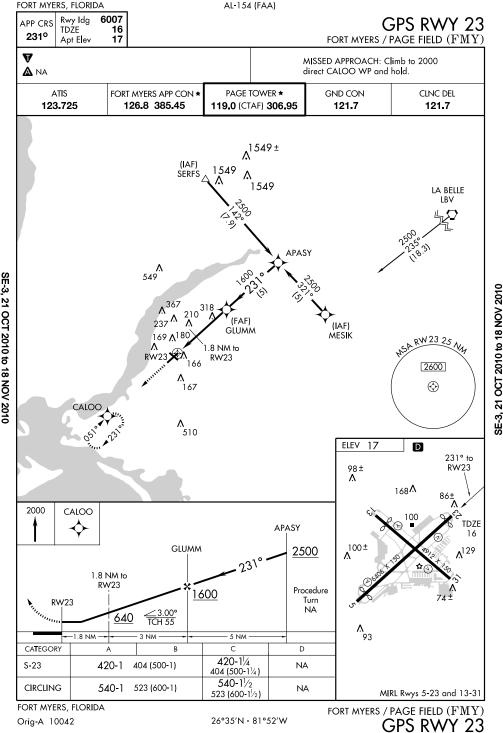
LAKELAND TRANSITION (CSHEL4.LAL):

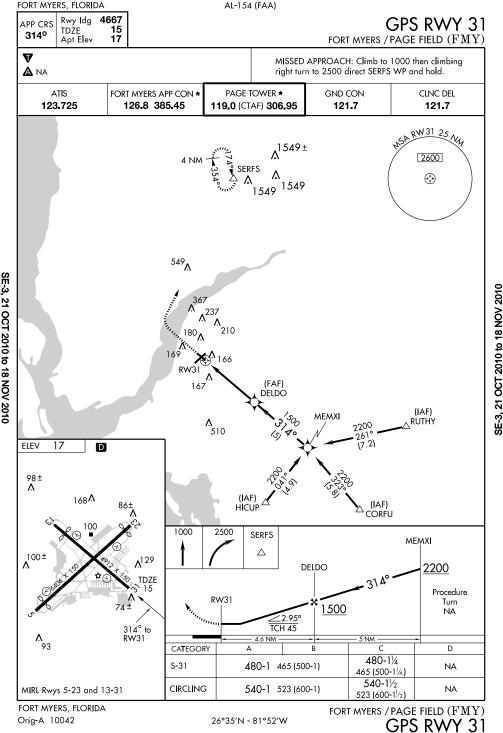
ORLANDO TRANSITION (CSHEL4.ORL):

CSHEL FOUR DEPARTURE (RNAV) (CSHEL4.CSHEL) 10042

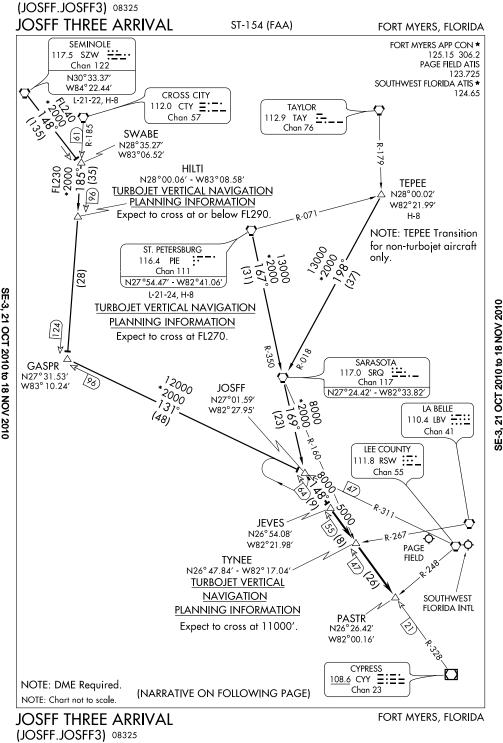
FORT MYERS, FLORIDA







ILS RWY 5



SE-3, 21 OCT 2010 to 18 NOV 2010

## ARRIVAL ROUTE DESCRIPTION

ST PETERSBURG TRANSITION (PIE.JOSFF3): From over PIE VORTAC

via PIE R-167 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence . . . .

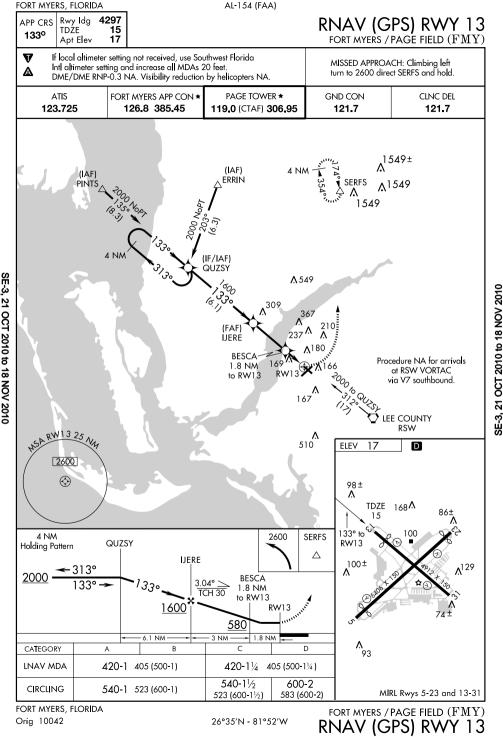
SEMINOLE TRANSITION (SZW.JOSFF3): From over SZW VORTAC via SZW R-148 to SWABE INT, then via CTY R-185 to GASPR INT, then via RSW R-311 to JOSFF INT.

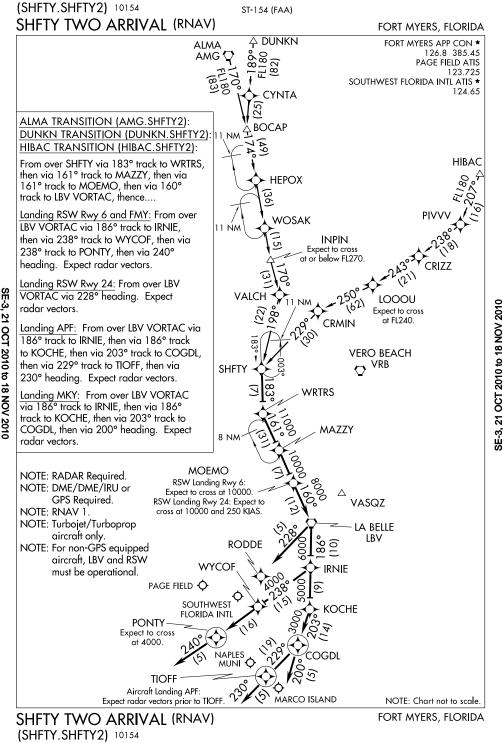
Thence . . . .

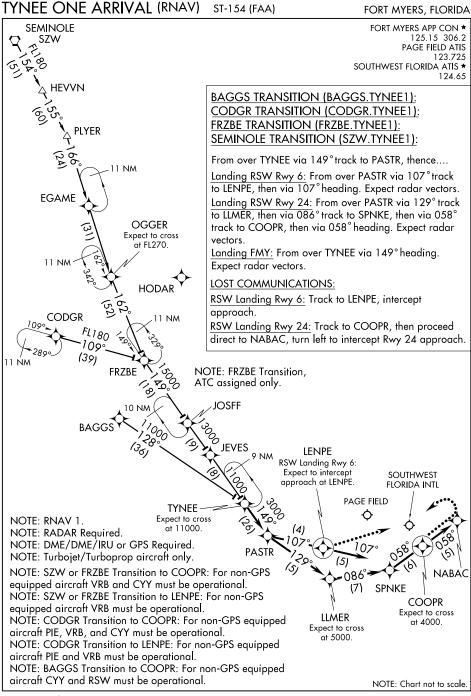
TEPEE TRANSITION (TEPEE.JOSFF3): From over TEPEE INT via SRQ R-018 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT.

Thence. . . .

....From over JOSFF INT via CYY R-328 to JEVES and via CYY R-328 to PASTR INT. Expect radar vectors to final approach course.

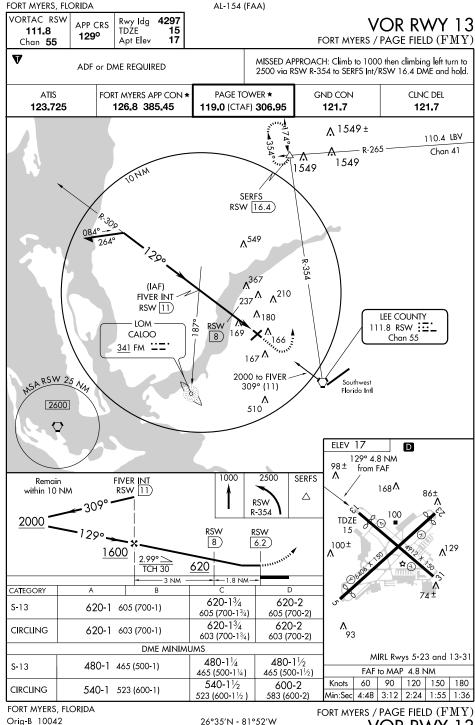




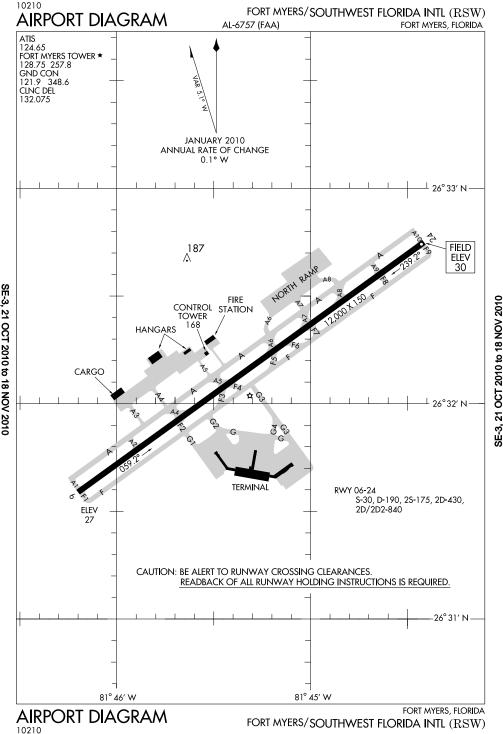


# TYNEE ONE ARRIVAL (RNAV)

21 OCT 2010 to 18 NOV 2010



OR RW



FLORIDA

SOUTHWEST FLORIDA INTL (RSW) 10 SE UTC-5(-4DT) N26°32.17′ W81°45.31′

ΜΙΔΜΙ H-8H I-21D 23B IAP. AD

> HIRL CL

83

MIAMI

1-24F

FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D NOTAM FILE RSW RWY 06-24: H12000X150 (ASPH-GRVD) S-30, D-190, 2S-175, 2D-430, 2D/2D2-840

RWY 06: TDZL, MALSR, VASI(V4L)-GA 3.0° TCH 55', Rgt tfc. RWY 24: REIL, PAPI(P4L)—GA 3.0° TCH 72'. AIRPORT REMARKS: Attended continuously, CAUTION—Birds and wildlife on and invof arot, Lgts on parallel road and

parking lot NW of Rwv 06-24 can be mistaken for the rwv and apch environment. Open baggage bays within terminal area. Aircrews should use minimum thrust setting in these areas. Specially during single engine taxi. Cross-bleed starts only allowed after reaching the tug release point, CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR, call arpt manager 239-590-4810. Twr clnc rgr prior to entering Twy

F. PPR rgrd for terminal ramp call 239-590-4810. Air carrier pilots use ramp procedures as prescribed by arpt ops. No helicopter opr permitted on terminal apron. Arpt has rwy use program. Use distant noise abatement dep profile. Visual apchs to Rwy 06 W of Fort Myers Beach are requested to maintain 3000' until crossing Fort Myers Beach shoreline 12 NM SW of arpt. For noise abatement procedures call arpt manager 239-590-4810, U.S. Customs user fee arpt. Fees for all charter and travel clubs and revenue producing acft. Flight Notification

Service (ADCUS) avbl. WEATHER DATA SOURCES: ASOS (239) 561-0966. HIWAS 111.8 RSW. LAWRS. LLWAS. COMMUNICATIONS: CTAF/UNICOM 122 95 ATIS 124 65

(R) FORT MYERS APP/DEP CON 126.8 (331°-059°) 125.15 (241°-330°) 119.75 (060°-240°) (1100-0500Z‡) (R) MIAMI CENTER APP/DEP CON 134.75 (0500-1100Z±) FORT MYERS TOWER 128.75 (1100-0500Z±) GND CON 121.9 CLNC DEL 132.075

AIRSPACE: CLASS C svc 1100-0500Z‡ ctc APP CON other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE RSW. IFF CO (I) VORTAC 111 8 RSW MUFFE NDB (LOM) 336

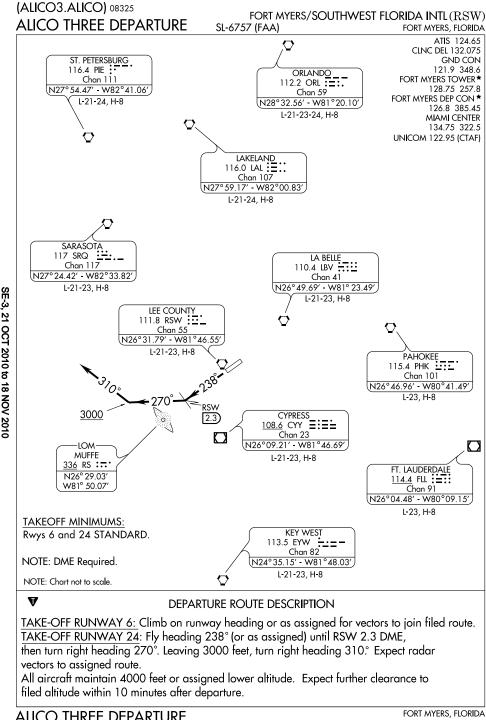
Chan 55 N26°31.79′ W81°46.55′ 073° 1.2 NM to fld. 25/02W. HIWAS. RS N26°29.06′ W81°50.08′ 054° 5.3 NM to fld. Unmonitored when twr clsd. ILS 111.5 I-RSW Class IA, LOM MUFFE NDB, Unmonitored when twr clsd, Coupled apphs not Rwv 06. authorized blo 560' MSI

COMM/NAV/WEATHER REMARKS: LAWRS avbl on freq. 122.95 when twr clsd.

FT PIERCE

N27°29 20' W80°22 40' NOTAM FILE FPR

NDB (MHW) 275 FPR at St. Lucie Co Intl. RC0 122 55 (MIAMI RADIO)



### ALICO THREE DEPARTURE (ALICO3.ALICO) 08325

(CSHEL4.CSHEL) 10042 SL-6757 (FAA) FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)CSHEL FOUR DEPARTURE (RNAV) FORT MYERS, FLORIDA **ATIS** LAKELAND ORLANDO 124.65 LAL ORL CLNC DEL 132.075 GND CON 121.9 348.6 FORT MYERS TOWER ★ 128.75 257.8 FORT MYERS DEP CON★ TAKEOFF MINIMUMS Rwy 06 126.8 385.45 Rwy 6, 24: Standard with ATC climb Rwy 24 125.15 306.2 **PULEC** UNICOM of 500' per NM to 540. 122.95 (CTAF) NOTE: RADAR required. NOTE: DME/DME/IRU or GPS Required. NOTE: RNAV 1. NOTE: For Turbojet aircraft only. JUNLO NOTE: Takeoff Rwy 24 - For non-GPS equipped aircraft LBV and RSW DME's must be operational. NOTE: Takeoff Rwy 6 - For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational. CSHEL TAKEOFF OBSTACLES: Rwy 6: Trees beginning 1398' from DER, 582' left of centerline, up to 84' AGL/104' MSL. Trees beginning 1763' from DER, 860' right of centerline, up to 95' AGL/115' MSL. Rwy 24: Tree 1692' from DER, 916' right LOSBY 540 of centerline, 78' AGL/98' MSL.

DEPARTURE ROUTE DESCRIPTION

WITAR

**SNOKE** 

V

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

# TAKEOFF RUNWAY 6: Climb heading 058° or as assigned by ATC to 540. Expect vectors

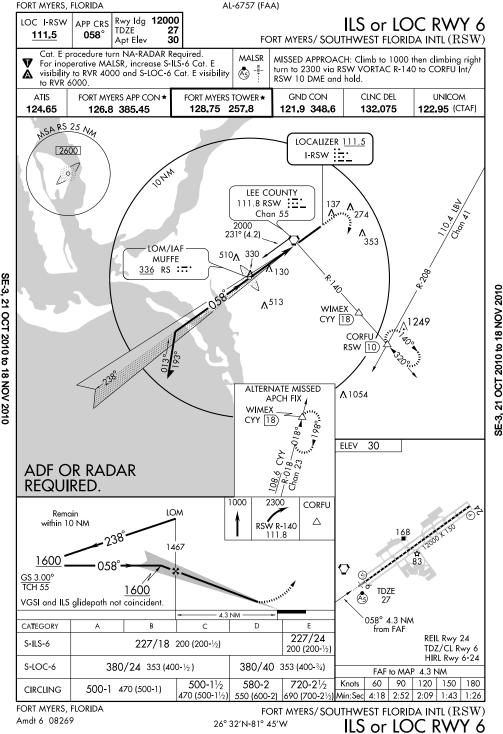
to CSHEL, then via depicted route to PULEC, thence.... TAKEOFF RUNWAY 24: Climb heading 238° to 540, then direct MAPUL, then climb via 270°

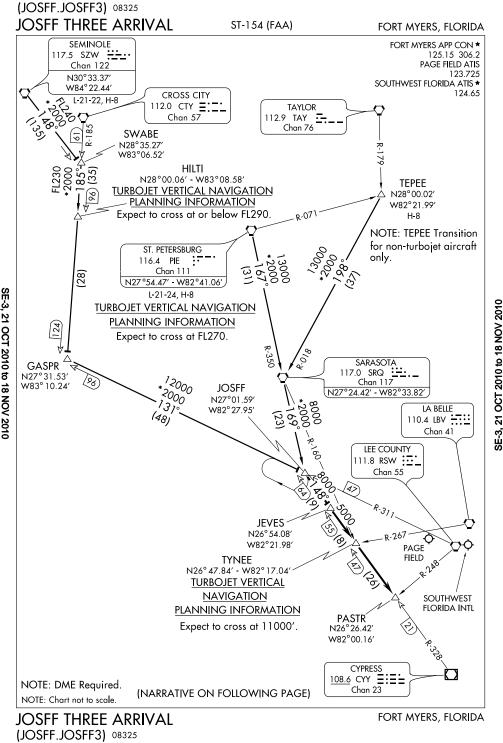
track to SNOKE, then right turn direct WITAR, then via depicted route to PULEC, thence.... ....via (transition). Maintain 4000 or as assigned by ATC, expect filed altitude/flight

level 10 minutes after departure. LAKELAND TRANSITION (CSHEL4.LAL):

ORLANDO TRANSITION (CSHEL4.ORL):

## CSHEL FOUR DEPARTURE (RNAV) (CSHEL4.CSHEL) 10042





# ARRIVAL ROUTE DESCRIPTION

ST PETERSBURG TRANSITION (PIE.JOSFF3): From over PIE VORTAC

via PIE R-167 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence . . . .

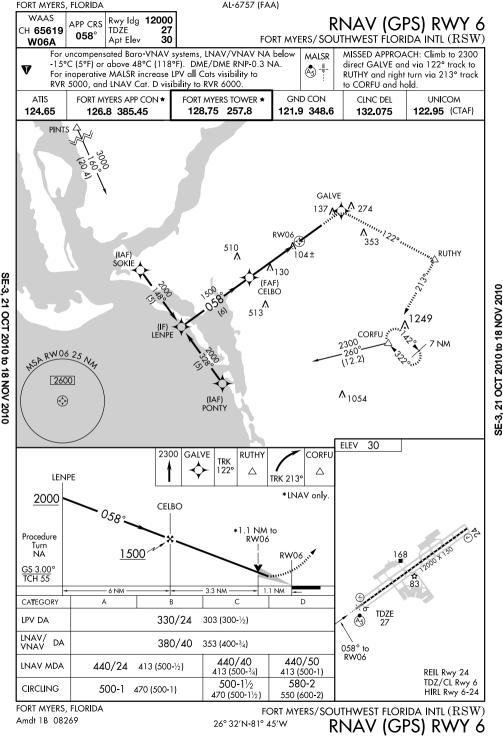
SEMINOLE TRANSITION (SZW.JOSFF3): From over SZW VORTAC via SZW R-148 to SWABE INT, then via CTY R-185 to GASPR INT, then via RSW R-311 to JOSFF INT.

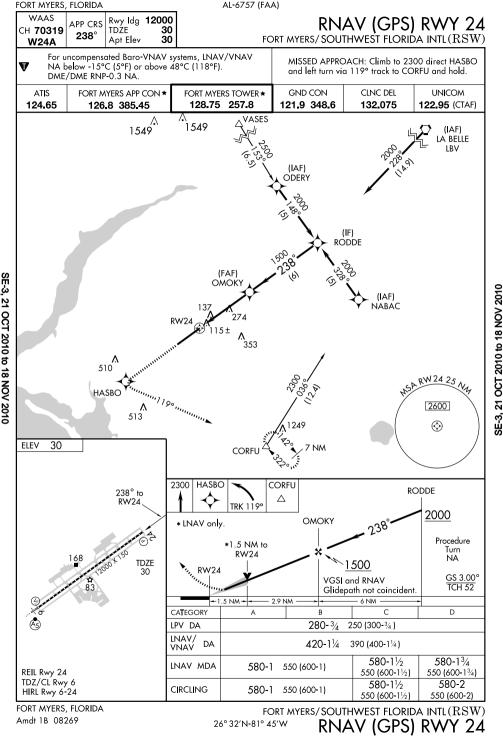
Thence . . . .

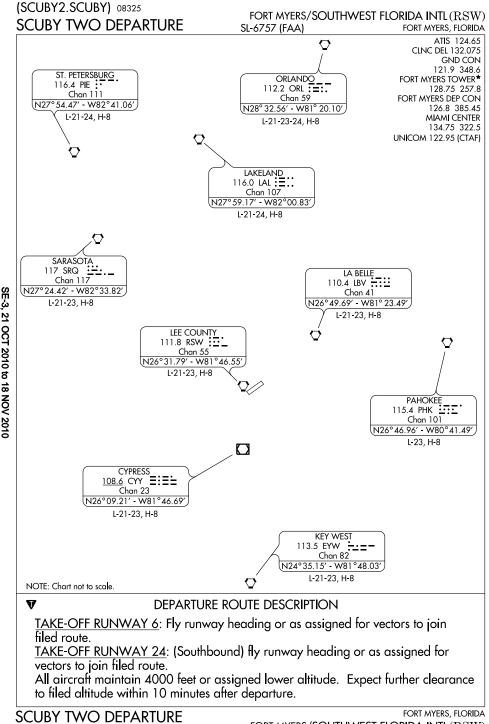
TEPEE TRANSITION (TEPEE.JOSFF3): From over TEPEE INT via SRQ R-018 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT.

Thence. . . .

....From over JOSFF INT via CYY R-328 to JEVES and via CYY R-328 to PASTR INT. Expect radar vectors to final approach course.

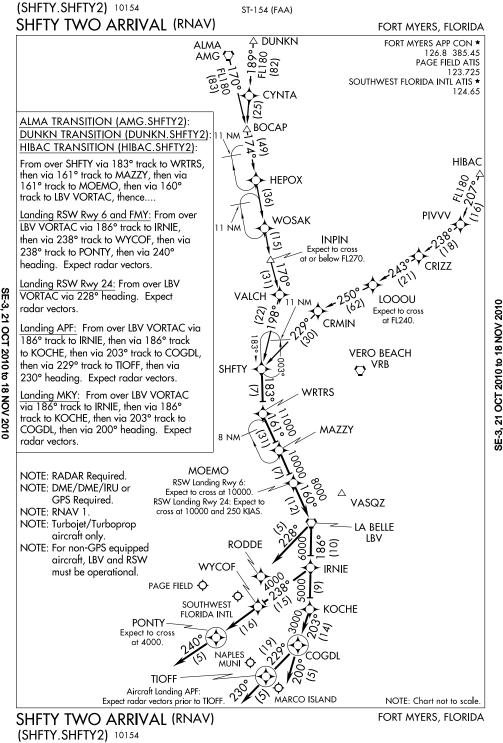


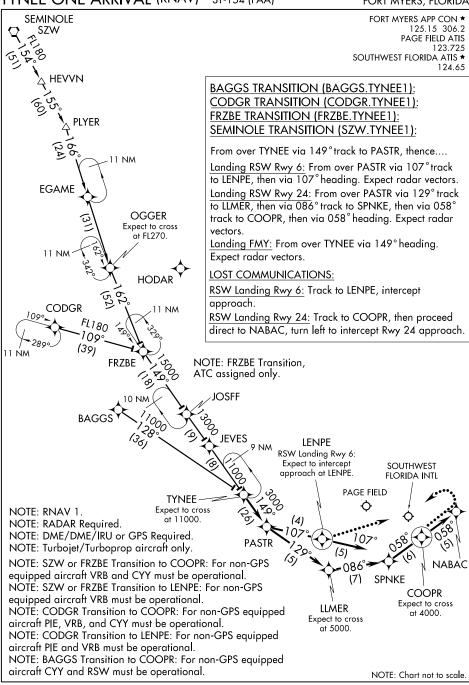




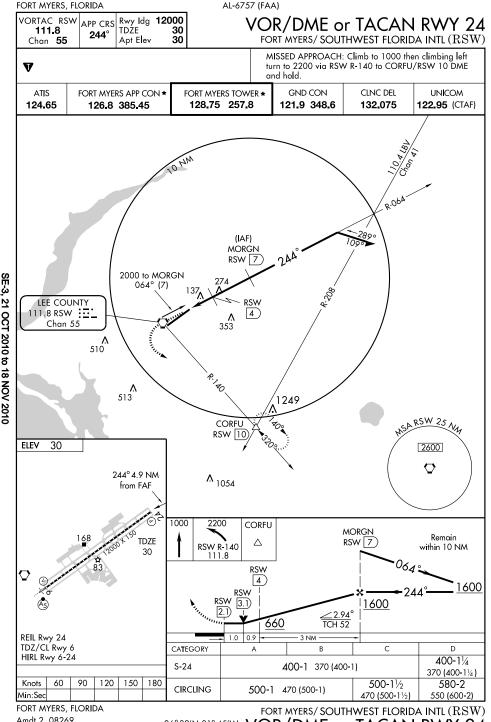
(SCUBY2.SCUBY) 08325

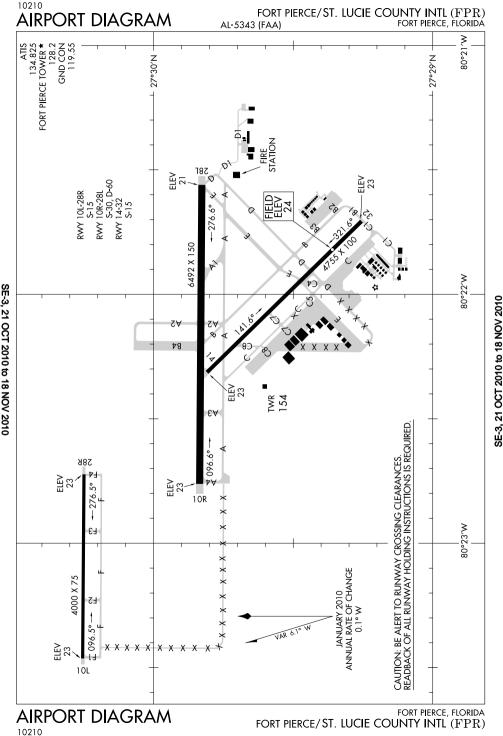
FORT MYERS/SOUTHWEST FLORIDA INTL(RSW)





21 OCT 2010 to 18 NOV 2010





84 **FLORIDA** 

#### FT PIERCE ST LUCIE CO INTL

S4 FUEL 100LL JET A 0X 1.2 NOTAM FILE FPR LRA

UTC-5(-4DT)

3 NW

H-81, L-24F IAP AD

ΜΙΔΜΙ

RWY 10R-28L: H6492X150 (ASPH) S-30, D-60

RWY 10R: REIL. VASI(V4L)-GA 3.0° TCH 31'. Trees.

RWY 28L: VASI (V4L)-GA 3.0° TCH 52'. Trees. RWY 10L-28R: H4000X75 (ASPH) MIRL S-15 Rwy 28R: Rgt. tfc. RWY 14-32: H4755X100 (ASPH) S-15

(FPR)

RWY 14: Tree. Rgt. tfc. RWY 32. P-line

MIRI

AIRPORT REMARKS: Attended 1200-0200Z±. Numerous flocks of birds

and wildlife on and invof arpt. Extensive flight training on and within 20 miles of arpt blo 6000'. High tension p-lines 1/4 mile west AER 10L unmarked and unlighted. Drainage channel 80 ft

wide, 10 ft deep, 600 ft from AER 10L, Drainage channel 80 ft wide, 10 ft deep, 530 ft from AER 28R, 2 ft drainage ditch 361 ft from Rwy 10R thld 259 ft right. 2 ft drainage ditch 797 ft from thld Rwy 28L 349 ft left, 2 ft drainage ditch 367 ft west of Twy A1

Rgt. tfc.

between Twy A and Rwy 10L-28R. Trees on AER 10R 600' from right and left of centerline. Lgtd ARFF communications antenna 125' AGL located 793' SSE of Rwy 28L thld, VFR training acft. outside of Class D airspace transmit intended activity on 123.3. 8' fence 400' from centerline on northside of Rwy 10R-28L and

noise sensitive area E and SE. When twr closed right tfc Rwv 14, Rwv 10R and Rwv 28R, Voluntary noise abatement procedures in effect, ctc arpt management at 772-462-1732. Voluntary restrictions on touch and go or stop and go operations on Sun, and holidays, Mon-Sat 2 hrs after SS-1300Z‡, Rwy 14-32 has 50' payed shoulders. Twy C1 restricted to acft with a wing span of 105' or less, Rwy 10R-28L 25' payed shoulders. ACTIVATE REIL Rwy 10R, MIRL Rwy 10L-28R, Rwy 10R-28L and Rwy 14-32 CTAF, VASI Rwy 10R and Rwy 28L

east of Rwv 14-32. Rwv 10L-28R VFR training rwv. Extremely

N27°29.85' W80°22.36'

Rwy 10R-28R: 6492 X 150 Cana Rwy 10L-28R: 4000 X 75 Rwy 14-32: 4755 X 100 ß €3 Golf Course €3 0000 A ଫଫ €3 Populated Area

154° 12.5 NM to fld. 20/04W.

opr continuously. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices-U.S. Special Customs Requirement. WEATHER DATA SOURCES: ASOS (772) 489-4281.

COMMUNICATIONS: CTAF 128.2 ATIS 134.825

FT PIERCE RCO 122.55 (MIAMI RADIO)

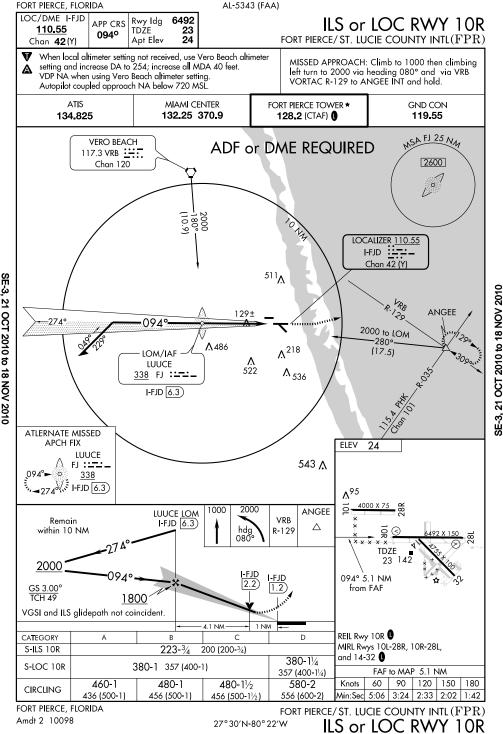
(R) MIAMI CENTER APP/DEP CON 132.25

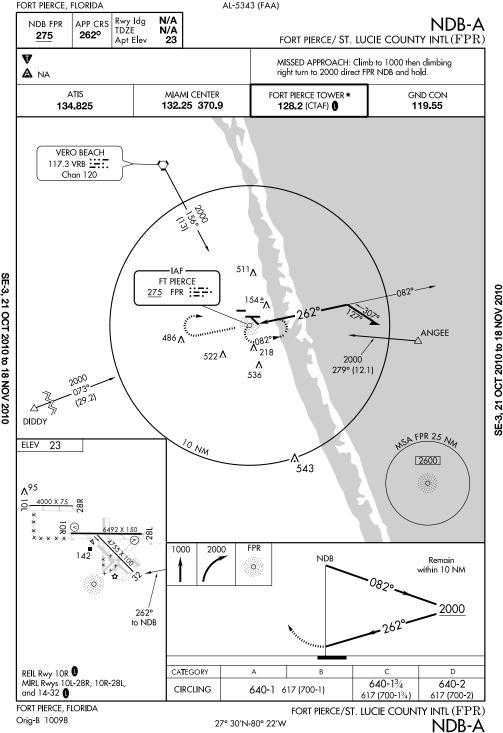
FT PIERCE TOWER 128.2 (1200-0200Z±) **GND CON 119.55** AIRSPACE: CLASS D svc 1200-0200Z‡ other times CLASS G.

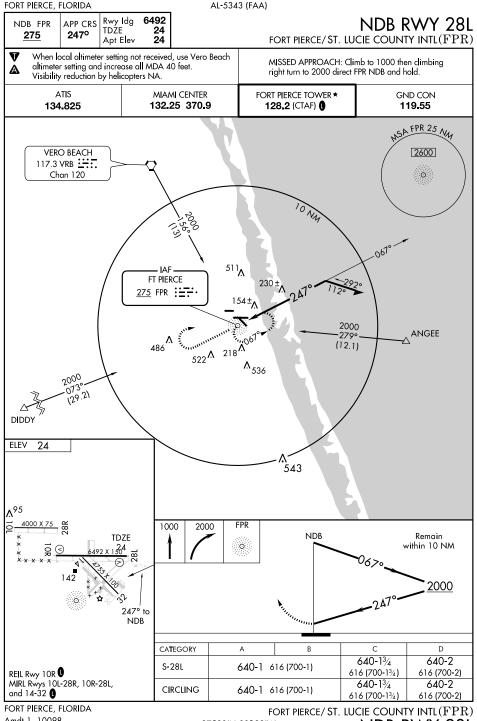
RADIO AIDS TO NAVIGATION: NOTAM FILE VRB VERO BEACH (H) VORTAC 117.3 VRB Chan 120 N27°40.71′ W80°29.38′ HIWAS.

FT PIERCE NDB (MHW) 275 FPR N27°29.20′ W80°22.40′ at fld. NOTAM FILE FPR.

LUUCE NDB (LOM) 338 FJ N27°29.82′ W80°28.48′ 094°5.4 NM to fld. ILS/DME 110.55 I–FJD Chan 42(Y) Rwy 10R. Class IA. LOM LUUCE NDB. ILS unmonitored.



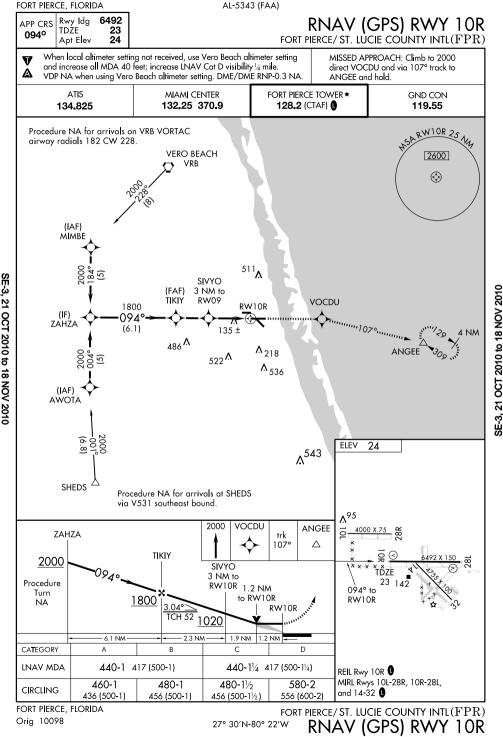




Amdt 1 10098

SE-3, 21 OCT 2010 to 18 NOV 2010

NDB RWY 28L



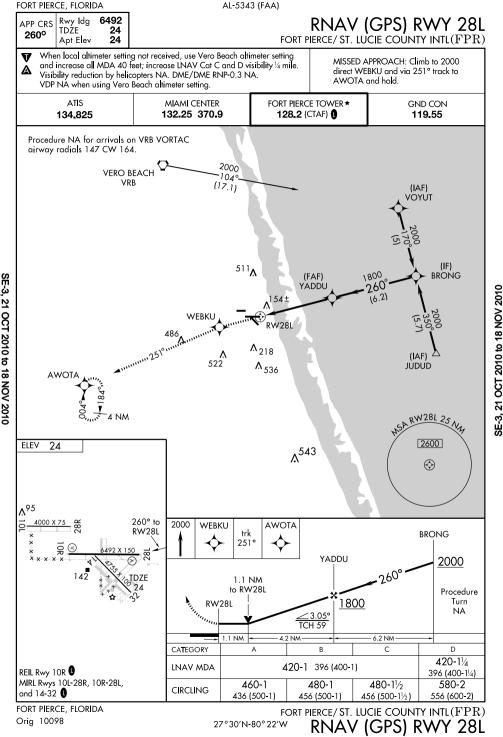
FORT PIERCE, FLORIDA Orig 10098

456 (500-11/2) FORT PIERCE/ST. LUCIE COUNTY INTL(FPR)RNAV (GPS) RW

556 (600-2)

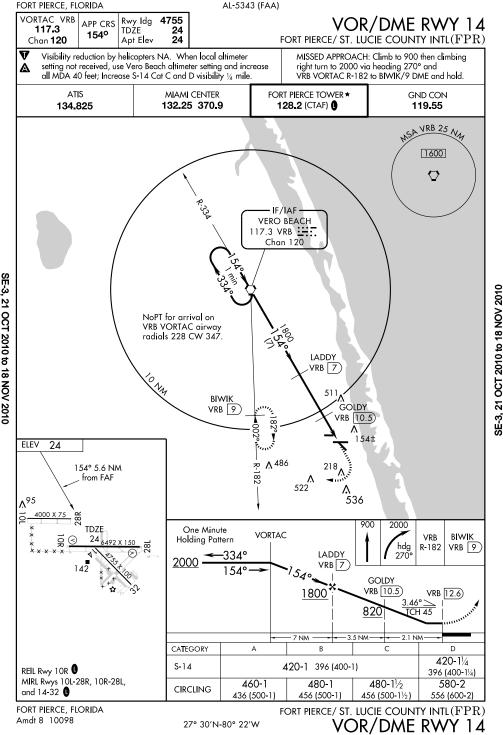
SE-3, 21 OCT 2010 to 18 NOV 2010

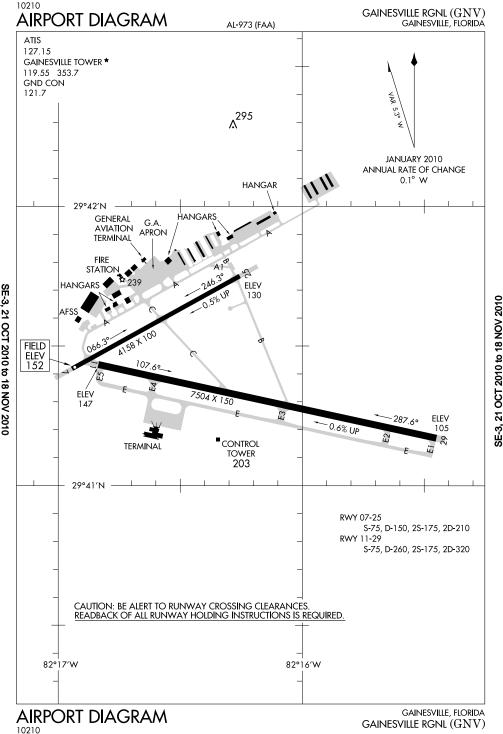
27°30'N-80°22'W



27° 30′N-80° 22′W

RNAV (GPS) RW





IAP. AD

H-8H, 12F, L-21D, 24G

GAINESVILLE RGNL (GNV) 3 NE UTC-5(-4DT) N29°41.40′ W82°16.31′

FUEL 100, JET A OX 1, 3 Class I, ARFF Index—See Remarks

**IACKSONVILLE** 

RWY 11-29: H7504X150 (ASPH-GRVD) S-75, D-260, 2S-175. 2D-320 HIRL 0.6% up W RWY 11: REIL. PAPI(P4L). TCH 50'. Tree.

RWY 29: MALSR. PAPI(P4R)-GA 3.0° TCH 55'. RWY 07-25: H4158X100 (ASPH-GRVD) S-75, D-150, 2S-175, 2D-210 MIRL 0.5% up SW

RWY 07: PAPI(P4L)-GA 3.0° TCH 40'. Tree. RWY 25: PAPI(P4L)-GA 3.0° TCH 40'. Tree.

152 B S4

NOTAM FILE GNV

AIRPORT REMARKS: Attended continuously, Birds, deer and other animals on and invof arpt. High density migratory birds during

dalgt hrs invof all runways. A small portion of Rwy 07-25 and Twy A are not visible from the twr because the line of sight is blocked by the VORTAC bldg. Rwy 07-25 not avbl to air carrier acft.

Northeast 1000' portion of Twy A is not visible from the twr.

CLOSED to unscheduled air carrier ops with more than 30

Rwy 11-29 grooving full length X 130' wide center portion. GA ramp limited to acft 90,000 lbs max gross takeoff weight, dual wheel or below or with PPR. Rwy 29 touchdown runway visual range avbl. When twr clsd, ACTIVATE

passenger seats except with 24 hr PPR call airport manager

352-373-0249, Class I, ARFF Index A, Index B ARFF (Acft Rescue and Fire Fighting) equipment avbl upon request. When twr clsd

acft weighing more than 12,500 lbs. are rgr to ctc FBO ops for

000000

parking instructions prior to exiting Twy 'A' due to irregular pavement strengths. Contact FBO 352-335-4681.

MIRL Rwy 07-25. HIRL Rwy 11-29 and MALSR Rwy 29-CTAF. WEATHER DATA SOURCES: ASOS (352) 335-8672. HIWAS 116.2 GNV. COMMUNICATIONS: CTAF 119.55 ATIS 127.15 UNICOM 122.95 GATORS RCO 116.2T 122.1R 122.2 122.5 123.65 (GAINESVILLE RADIO)

(R) JACKSONVILLE APP/DEP CON 118.175 (6000' and blo) TOWER 119.55 (1145-0330Z±) GND CON 121.7 AIRSPACE: CLASS D svc 1145-0330Z tother times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.

GATORS(L) VORTAC 116.2 GNV Chan 109 N29°41.53′ W82°16.38′ at fld. 128/04W. HIWAS. WYNDS NDB (MHW/LOM) 269 GN N29°40.20′ W82°10.33′ 287° 5.3 NM to fld. I-GNV Rwy 29. Class IE. LOM WYNDS NDB. ASR COMM/NAV/WEATHER REMARKS: Ctc Gainesville Radio for airport advisory service on 119.55 when twr is clsd.

GATORS N29°41 53′ W82°16 38′ NOTAM FILE GNV (L) VORTAC 116.2 GNV Chan 109 at Gainesville Rgnl. 128/04W. VORTAC unusable byd 25 NM blo 3000'. HIWAS.

RCO 116.2T 122.1R 122.2 122.5 123.65 (GAINESVILLE RADIO)

GEORGE T LEWIS

HERLONG

(See CEDAR KEY)

GREENVILLE N30°33.08' W83°46.99' NOTAM FILE GNV. (L) VORTAC 109.0 GEF Chan 27 159° 30.7 NM to Perry-Foley. 220/01E. VOR unusable 358°-013° blo 5000'.

IACKSONVILLE L-21D, 22J

L-24F

**JACKSONVILLE** 

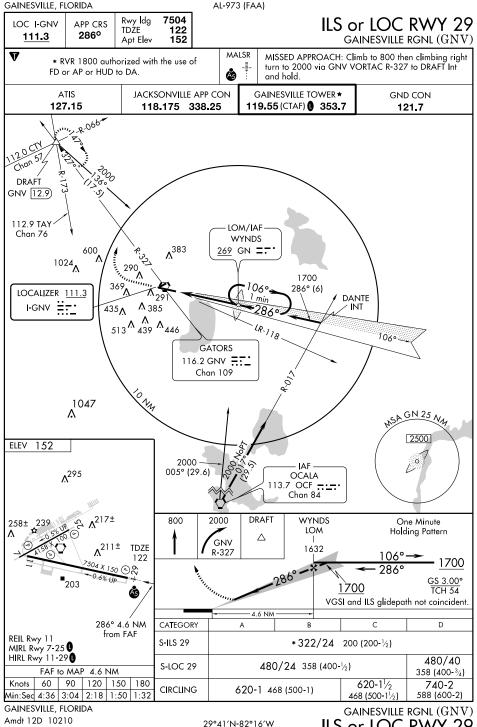
H-8H, 12F, L-21D, 24G

HERNANDO CO (See BROOKSVILLE) HERNY N28°30.41′ W81°26.04′ NOTAM FILE ORL. NDB (LOM) 221 OR 070° 5.8 NM to Orlando Executive.

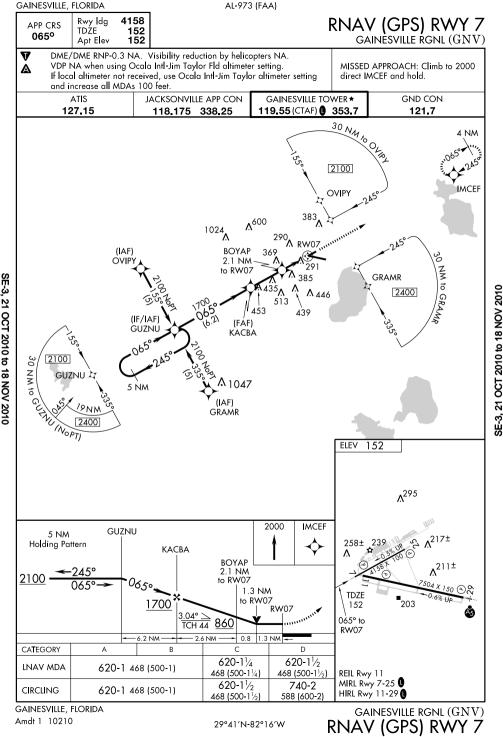
RCO 122.1R 109.0T (GAINESVILLE RADIO)

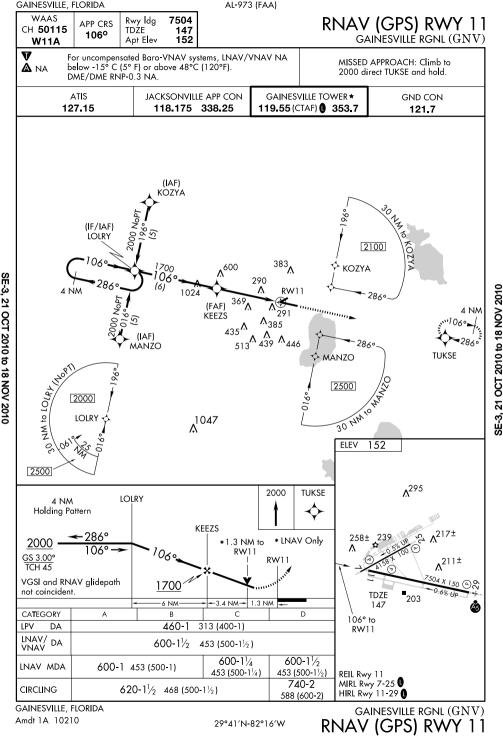
(See JACKSONVILLE)

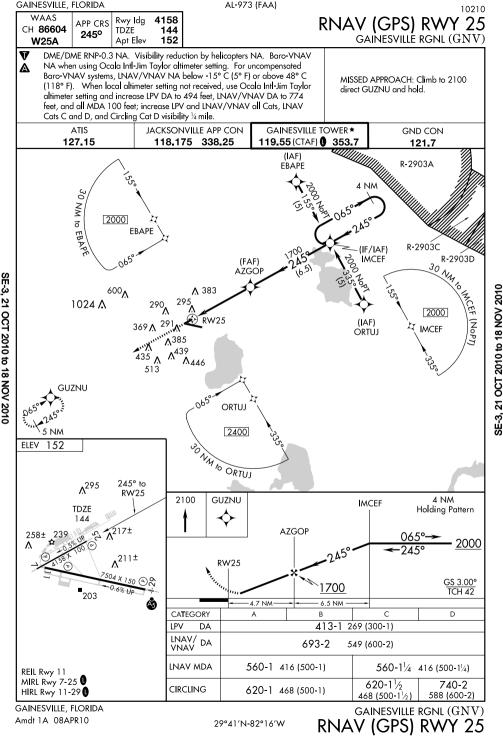
**JACKSONVILLE** 

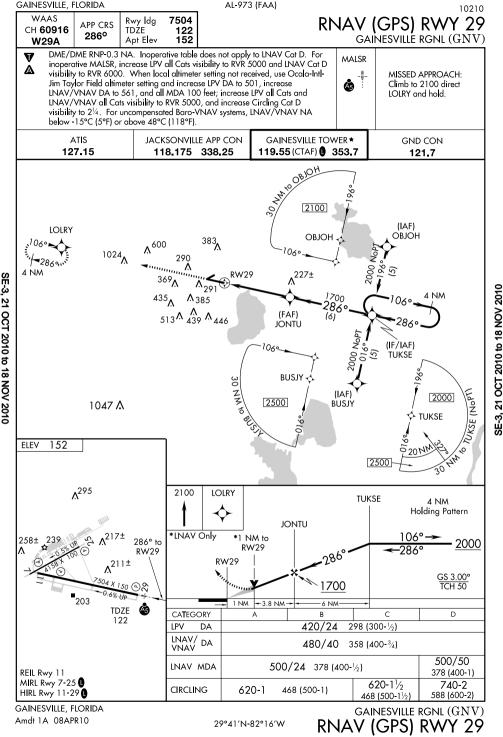


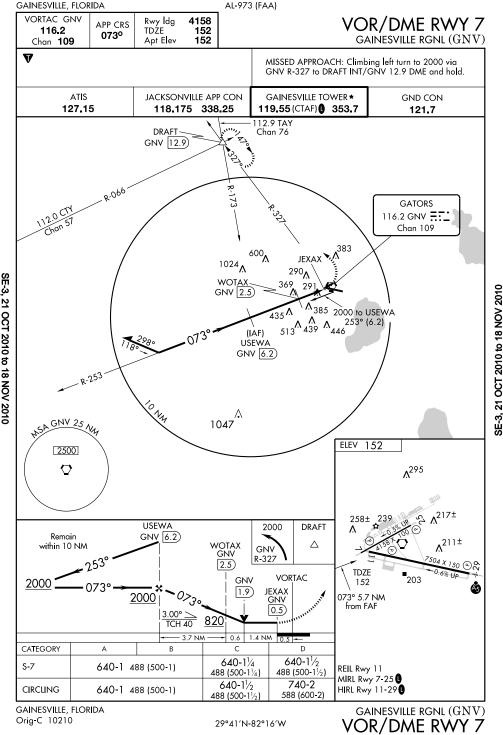
ILS or LOC

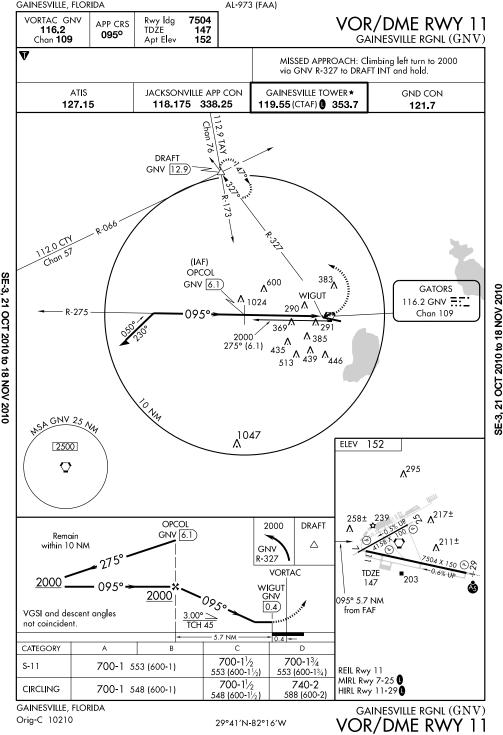


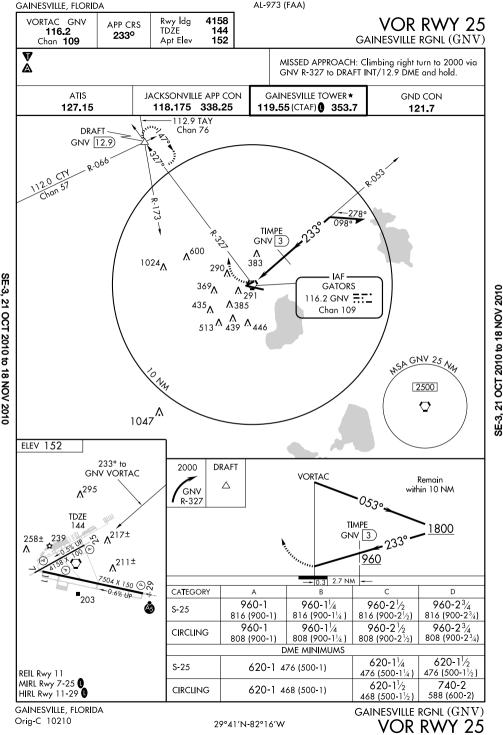


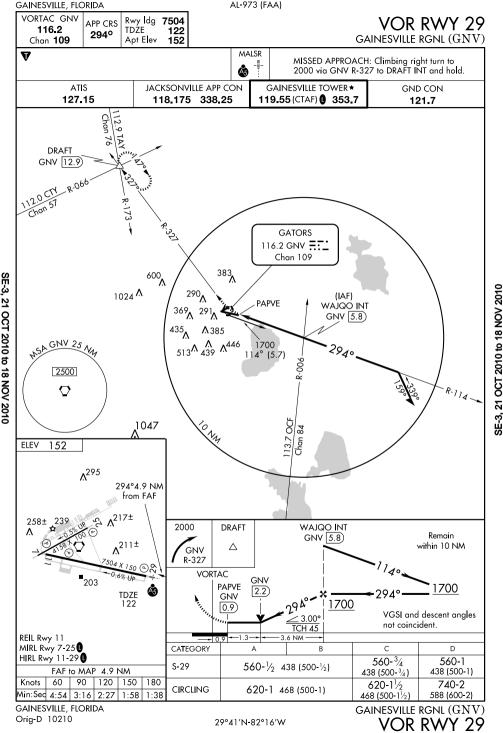












HIGH SPRINGS OAK TREE LANDING (618) 7 SW UTC-5(-4DT) N29°43.21' W82°39.84' IACKSONVILLE NOTAM FILE GNV RWY 09-27: 5600X75 (TURF) RWY 27. Trees RWY NO. Trees AIRPORT REMARKS: Unattended, Rwy 09-27 CLOSED indef, 280' twr 2 NM NW of arpt. COMMUNICATIONS: CTAF 122 9 HILLIARD AIRPARK (Ø1 I) 1 E UTC-5(-4DT) N30°41.18′ W81°54.34′ IACKSONVILLE 59 NOTAM FILE GNV

**FLORIDA** 

86

RWY 18-36: 3365X125 (TURF) MIRL

RWY 18: Thid dsplcd 795'. Fence. RWY 36: Thid dsplcd 125'. Trees.

AIRPORT REMARKS: Unattended. Rwy 18–36 length, width and dsplcd thids marked with white tires. Rwy 18–36 MIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

HOLLYWOOD

8 B S4 FUEL 100LL, JET A TPA—808 (800) NOTAM FILE HWO LRWY 18R-36L: H3350X100 (ASPH) S-17 MIRL

RWY 18R: REIL. PAPI(P2L)—GA 3.5° TCH 40′. Thid dspicd 350′. Pole. Rgt tfc.

RWY 36L: REIL. PAPI(P2L)—GA 3.5° TCH 40′. Thid dspicd 350′. Poles.

RWY 18L-36R: H3260X100 (ASPH) S-1.7

RWY 10L-30B: H3200AUC (ASPH) S-17
RWY 18L: PAPI(P2L)—GA 3.5° TCH 40′. Thid dspicd 110′. Trees
RWY 36R: PAPI(P2L)—GA 3.5° TCH 40′. Thid dspicd 185′. Pole. Rgt tfc.
RWY 09L-27B: H3241X100 (ASPH) S-17
RWY 09L: PAPI(P2L)—GA 3.5° TCH 40′. Thid dspicd 181′. Pole.
RWY 77B: PAPI(P2L)—GA 3.5° TCH 43′. Thid dspicd 60′. Trees. Rgt tfc.

RWY 27R: PAPI(P2L)—GA 3.5° TCH 43'. Thid dspicd 60'. Trees. Rgt tfc.

RWY 09R-27L: H3255X100 (ASPH) S-17 MIRL

RWY 09R: REIL. PAPI(P4L)—GA 3.5° TCH 45'. Thid dspicd 255'. Bldg. Rgt tfc.

RWY 27L: PAPI(P2L)—GA 3.5° TCH 36'. Thid dspicd 210'. Trees.

AIRPORT REMARKS: Attended 1200-0200Z‡. Arpt CLOSED to acft over 12,500 pounds maximum certified takeoff gross weight. Bird activity on and invof arot. High volume of banner towing and student flight invof arot.

RWY 7IL: PAPI(P2L)—GA 3.5° TCH 36'. Thild dsplcd 210'. Trees.

AIRPORT REMARKS: Attended 1200–0200Z‡. Arpt CLOSED to acft over 12,500 pounds maximum certified takeoff gross weight. Bird activity on and invof arpt. High volume of banner towing and student flight invof arpt. Numerous tall towers SE of arpt cause radio interference. When twr clsd ACTIVATE MIRL Rwy 09R–27L and Rwy 18R–36L—CTAF. NOTE: See Special Notices—Terminal Area Graphic Notice.

WEATHER DATA SOURCES: ASOS (954) 983–5904. LAWRS.

18R-36L—CTAF. NOTE: See Special Notices—Terminal Area Graphic Notice.

WEATHER DATA SOURCES: ASOS (954) 983-5904. LAWRS.

COMMUNICATIONS: CTAF 132.1 ATIS 135.475 UNICOM 122.95

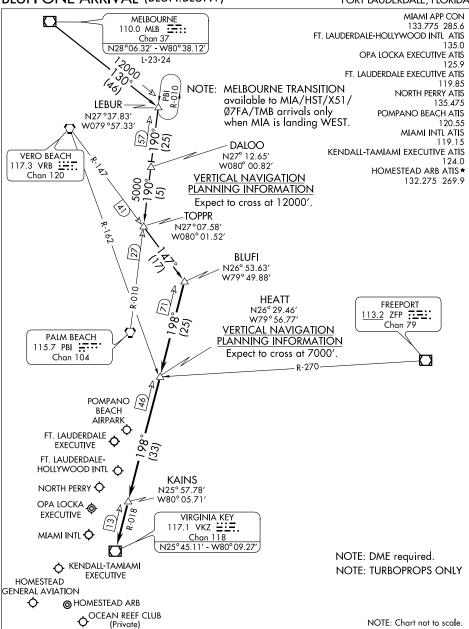
® MIAMI APP/DEP CON 128.6

TOWER 132.1 134.3 (1200-02002‡) GND CON 120.45

AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FLL.

FT. LAUDERDALE (H) VORW/DME 114.4 FLL. Chan 91 N26°04.49′ W80°09.15′ 227° 6.5 NM to fld. 10/00E.



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

NOTE: RNAV 1. NOTE: Radar required. NOTE: For non-GPS equipped aircraft, EYW

NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.

NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI, FLORIDA

CURSO TWO ARRIVAL (RNAV)

## ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JOPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

<u>Landing KFXE</u>: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

<u>Landing KFLL:</u> From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

<u>Landing KHWO:</u> From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°.

Landing KX51: From over MNNDY via 116° track to KX51.

Expect radar vectors to final approach course.

Landing K07FA: From over MNNDY via 123° track to K07FA.

<u>Landing KHST:</u> From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

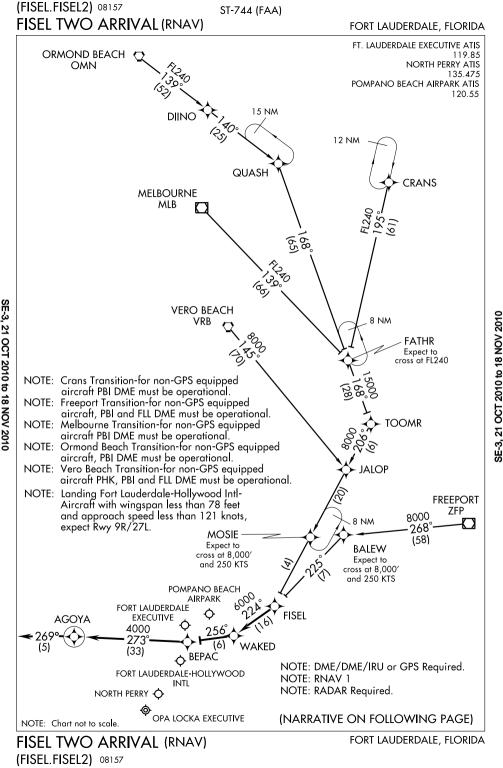
#### LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.

KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

ONE ARRIVAL 08157

FORT LAUDERDALE, FLORIDA



(FISEL.FISEL2) 06271 ST-744 (FAA) FISEL TWO ARRIVAL (RNAV) FORT LAUDERDALE, FLORIDA

## ARRIVAL ROUTE DESCRIPTION

CRANS TRANSITION (CRANS.FISEL2): FREEPORT TRANSITION (ZFP.FISEL2):

MELBOURNE TRANSITION (MLB.FISEL2):

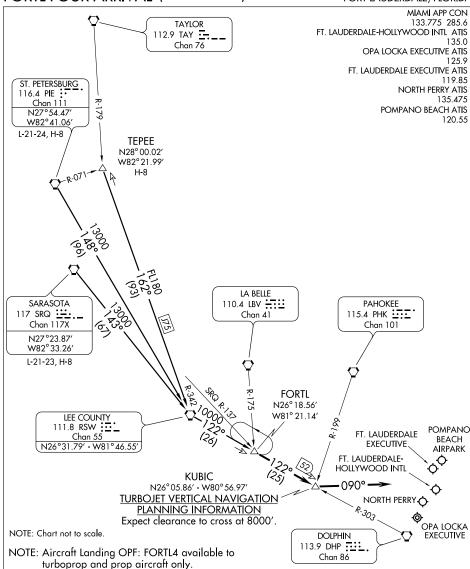
ORMOND BEACH TRANSITION (OMN.FISEL2): VERO BEACH TRANSITION (VRB.FISEL2):

From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

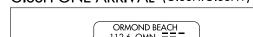


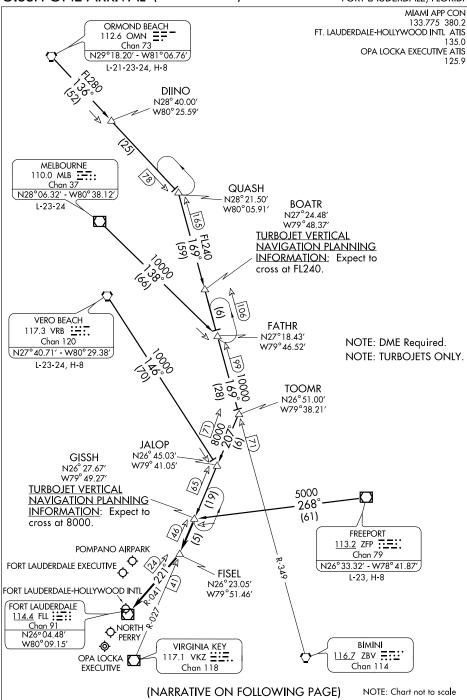
ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

.From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.





SE-3, 21 OCT 2010 to 18 NOV 2010

#### ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

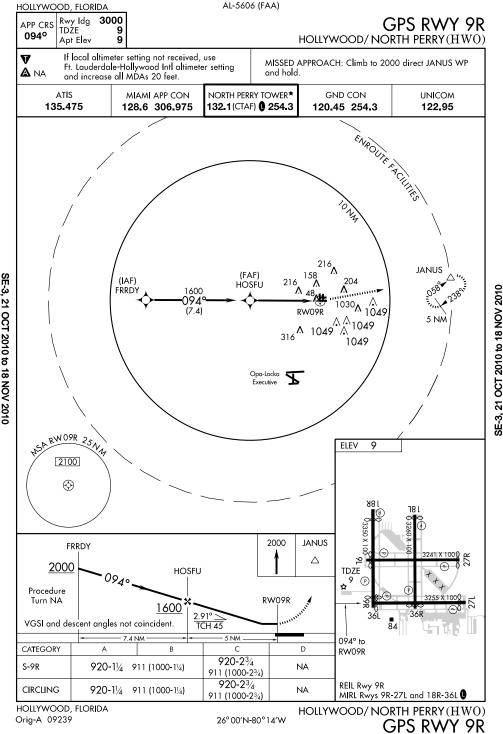
MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . . From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

FORT LAUDERDALE, FLORIDA



#### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DAYTONA BEACH, FL DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
DATTONA BEACH INTE (DAB)	110 1	THE OF TWY WE AND TWY 5.
HOLLYWOOD, FL		
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 27R departures.
	HS 2	The hold line for Rwy 36L is also the hold line for Rwy 09R.
	HS 3	Aircraft taxiing on Twy L westbound to depart on Rwy 18R-36L.
MIAMI, FL		
MIAMI INTL (MIA)	HS 1	Short twy risk.
	HS 2	Short twy risk.
	HS 3	Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 4	Short twy between rwys.
ORLANDO, FL		

ORLANDO SANFORD INTL (SFB) HS<sub>1</sub> Twy C is beyond the Rwy 09C APCH hold sign and marking. HS<sub>2</sub> Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.

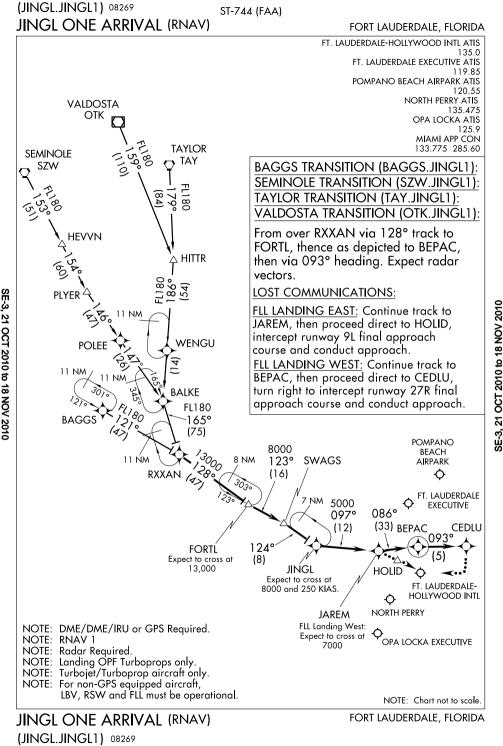
STUART, FL

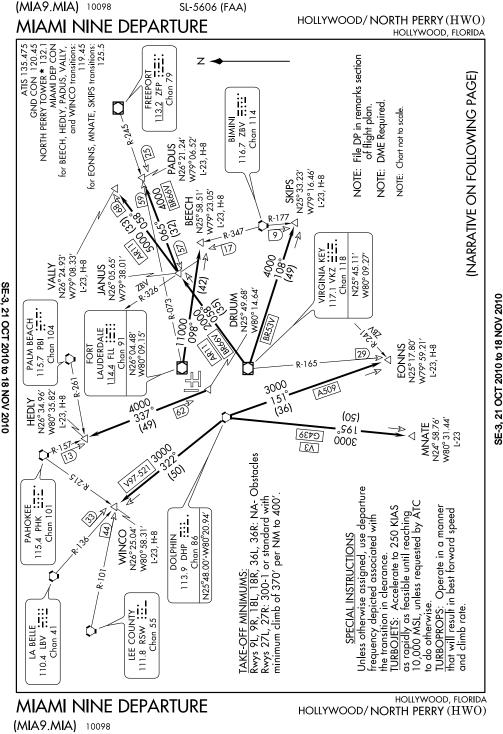
21 OCT 2010 to 18 NOV 2010

WITHAM FIELD (SUA) HS 1 Intersecting rwys, wrong rwy departure risk.

> HS<sub>2</sub> Rwy 12 and Twy A1.

<sup>\*</sup>See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.





V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 27L and 27R: Climb on runway heading or as assigned.

SL-5606 (FAA)

NOTE: If assigned other than runway heading climb on runway heading to

1100 before turning to assigned heading. Maintain 2000 feet or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.

EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC

R-151 to EONNS INT. Thence as filed.

HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK R-157 to HEDLY INT. Thence as filed.

MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC

R-195 to MNATE DME FIX. Thence as filed. PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via

VKZ R-058 to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed.

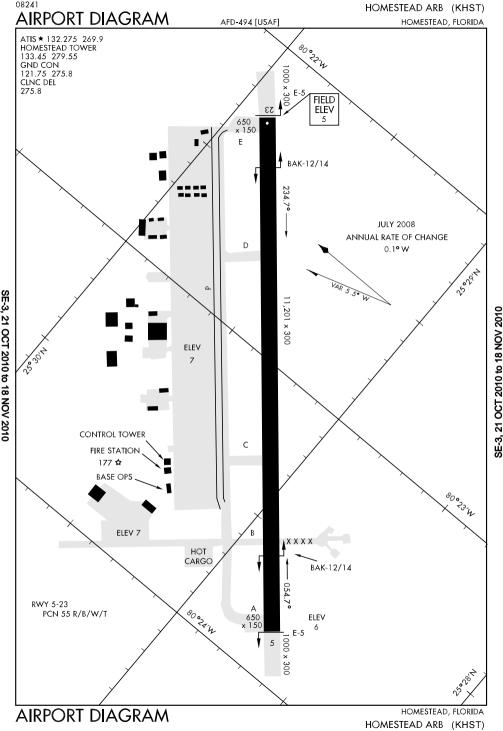
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.

VALLY TRANSITION (MIA9. VALLY): From over VKZ VOR/DME via VKZ

R-058 to VALLY DME FIX. Thence as filed. WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via

DHP R-322 to WINCO INT. Thence as filed.

08157 ST-744 (FAA) ARRIVAL (RNAV) FORT LAUDERDALE, FLORIDA MIAMI APP CON 125.90 NORTH PERRY ATIS 135.475 POMPANO BEACH ATIS NOTE: Chart not to scale. 28.60 306.475 (4000 and below) 119.45 290.325 (5000 and above) FT. LAUDERDALE HOLLYWOOD INTL ATIS 35.00 **OPA LOCKA EXECUTIVE ATIS** FT. LAUDERDALE EXECUTIVE ATIS 120.55 1780 NASSAU ૢ૽૾૾ DME/DME/IRU or GPS Required. 'oc ¥Z 8 MAJUR 令 Radar required RNAV 1 (52) 512 081<sub>14</sub> NOTE: NOTE: MAYKO 12000 **FREEPORT** 279° 58) BAHMA 61, URSUS ¥ Z 8 0005 ZOLLA FOWE FL180 -356° (15) SE-3, 21 OCT 2010 to 18 NOV 2010 SKIPS Expect to cross at 6000 and 250 KTS Expect to cross at 5000 and 250 KTS Landing Fort Lauderdale Intl West: Landing Fort Lauderdale Intl East: 16000 2000 (42) (37) Expect to cross at 4000 WIERS ,0000/ Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors TURBOJETS PROPS: From over ZBV VORTAC via 299° track to WIERS WP, thence as DEKAL BIMIZ 0000 Landing Fort Lauderdale Executive, Pompano Beach Airpark: ZZ S 4000 JRSUS TRANSIŤIÓN, ZBV must be operational. ZD/AX to final approach course prior to KEVEY WP. NASSAU TRANSITION, ZFP, ZBV, VKZ, and to final approach course prior to FRRDY WP Landing North Perry, Opa Locka Executive: and approach speed less than 121 knots, ZASSAU TRANSITION (ZOA: WAVUN1): Aircraft with wingspan less than 78 feet Landing Fort Lauderdale-Hollywood Intl-FREEPORT TRANSITION (ZFP. WAVUN1) URSUS TRANSITION (URSUS WAVUN1) Expect radar vectors after WAVUN WP. POMPANO BEACH KEVEY HOLLYWOOD INTL FT. LAUDERDALE -Expect radar vectors after DEKAL WP AIRPARK For non-GPS equipped aircraft 28) PBI must be operational. **OPA LOCKA EXECUTIVE** expect Rwy 9R/27L depicted to FRRDY WP. FT. LAUDERDALE NORTH PERRY EXECUTIVE FRRDY ◁ NOTE NOTE: **ARRIVAL** (RNAV) FORT LAUDERDALE, FLORIDA



FLORIDA

PCN 55 R/B/W/T

UTC-5(-4DT)

HIRL RWY 23: SALS, PAPI(P4L)-TCH 54'.

BAK-14 BAK-12B(B) (1087') HOOK E5 (74' OVRN) → RWY 23 MILITARY SERVICE: A-GEAR Apch end BAK-12B(B)/14 for active rwy in low position. Dep end BAK-12B(B)/14 for active rwy in raised position. E-5 connected on dep end, disconnected on apch end. FUEL J8 Expect 1 hr delay. All acft rqr fuel, please have in your possession the white DD Form

N25°29.31' W80°23.02'

1130-0200Z±. Sat 1130-1900Z±. clsd holidays. Avbl Sundays as requested in support of Unit Training

JASU 3(AM32A-60)

TRAN ALERT Opr Mon-Fri

GCA 123.8 257.675 (1200-0400Z±)

PMSV METRO 318.65

at fld. 53/3W. No NOTAM MP Wed

N25°29.95' W80°33.25'

Chan 86 N25°48 00' W80°20 94' 216° 21 2 NM to fld 10/4W HIWAS

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR, 24 hr prior notice. Base OPS DSN 791–7516, C305–224–7516. PPR good for +/- 1 hr PPR time. Coordination of PPR outside of block time by telephone is rgr, or PPR number will be considered cancelled except for MEDEVAC and VIP acft. Tran acft call 50 NM out. Inbound distinguished visitor acft ctc Comd Post 20 min prior to ldg with firm chock time. No local or

87

MIAMI

DIAP. AD

H-81, L-23C, A

process for flying opr. Acft arr from NE sector can expect numerous frequency changes during enroute descent.

For dep ctc twr direct. Tran acft ldg with hot armament, advise twr on initial ctc. Weather station opr 24 hrs. For

MIAMI

L-23C. A

Condition is on ATIS. Extensive high performance mil jet opr on and invof arpt. TFC PAT TPA-Rectangular 1005(1000), overhead 2005(2000), helicopter 505(500). During VFR conditions; tkf, low apch, touch and go, acft maintain 1000' until dep end of rwy to avoid overhead pattern. MISC Winds are estimated due to FMO-13

TOWER 133.45 279.55

(L) TACAN

ILS 109.9

RWY 18: Rgt tfc.

HOMESTEAD ARB

ARRESTING GEAR/SYSTEM

2(A/M32A-86)

end Rwy 05 hazard to night vision. Bird hazard; especially prevalent 1 hr before SS and 1 hr after SR. Airfield

COMMUNICATIONS: ATIS 132.275 269.9 (1200-0400Z‡)

93FS (MAKO OPS) 138.025 303.15 RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.

1100-1300Z‡ (1500/3+1).

I-HST

HOMESTEAD GENERAL AVIATION

RWY 18-36: H4000X100 (ASPH)

RWY 09-27: H3000X75 (ASPH)

RWY 09: PAPI(P2L). Trees.

markers every 200'.

COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE MIA. DOLPHIN (H) VORTAC 113 9 DHP

RWY 09U-27U: 1000X500 (TURF)

R APP/DEP CON 123.8 257.675 (1200-0400Z‡) other times ctc (R) MIAMI APP/DEP CON 125.5 354.1 (0400-1200Z‡)

Rwv 05.

WEATHER DATA SOURCES: AWOS-3 118.375 (305)247-2791.

GND CON 121.75 275.8

Chan 19 HST (108.2) N25°29.37' W80°22.77'

(X51)

RWY 36: PAPI(P4R).

S-20

FUEL 100LL, JET A OX 1, 2 NOTAM FILE MIA

COMD POST (REEF CONTROL) 381.3 (DSN 791-7068, C305-224-7068)

(HST)(KHST)

RWY 05: ALSF1. PAPI(P4L)—GA 2.5° TCH 54'. Rgt tfc.

**RWY 05** ← HOOK E5 (65' OVRN) BAK-14 BAK-12B(B) (1650')

1896 fuel card, US Govt air card or your base billing info.

TPA—See Remarks

RWY 05-23: H11200X300 (CONC-GRVD)

AFRC

NOTAM FILE HST

3 E

Assembly weekends. No Demineralized water avbl.

must be present for acft parking, engine start and for launch of all tran acft. Alert facility twy rstd to acft with wing span of 60' or less. CAUTION Heliport 2.2 NM SW, exercise extreme caution. Stadium light 3 NM from apch

experiences temporary Bird Watch Condition Severe. Ctc Base OPS for bird hazard information, Bird Watch

Barksdale AFB, LA DSN 781-1200 C318-456-1220. Automated/Augmented AWOS in use.

COMM/NAV/WEATHER REMARKS: Radar—No NOTAM MP Mon, Wed, Fri 1000-1400Z‡ (1500/3+1).

4 NW

S-40, D-65, 2D-110

RWY 27: Tree. Rgt tfc.

MIRL

round robin flights permitted by tran acft. Opr for base assign alert acft only 0400-1200Z‡. Tran maintenance

wind sensors being accurate to within only +/- 4 Kt. ATC/Wx will not include/relay wind correction into forecast/phraseology. Therefore, aircrews will incorporate a +/- 4 Kt accuracy into their decision making

additional information ctc base wx station DSN 791-7511, C305-224-7511, or servicing OWS (26 OWS) at

PTD 372.2

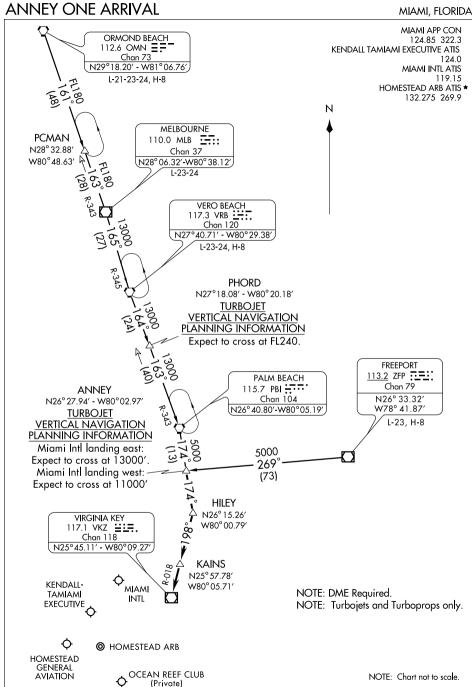
**CLNC DEL** 275.8

No NOTAM MP Tue and Thu 1100-1300Z‡ (1500/3+1).

UTC-5(-4DT)

AIRPORT REMARKS: Attended continuously. Parachute Jumping SE corner of arpt. Extensive crop dusting in area. Extensive glider activity invof arpt 8,000' and blo-monitor freq 122.80. Ultralight activity on and invof arpt. Aerobatic box south of arpt and east of AER 36. Remote control model flying fields 1.8 NM north of AER 18. Glider activity Rwy 18-36. Use of ultralight ops area is limited to ultralights and stol type acft that have an approach speed of 50 knots or less, ctc arpt manager on 305-247-4883 prior to use. Rwy 09U-27U white

OIL 0-133-148



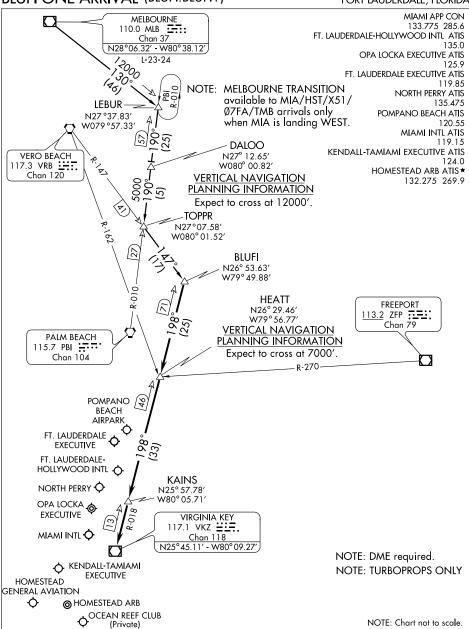
#### MIAMI, FLORIDA

#### ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .

MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . . VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

... From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

NOTE: RNAV 1. NOTE: Radar required. NOTE: For non-GPS equipped aircraft, EYW

NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.

NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI, FLORIDA

CURSO TWO ARRIVAL (RNAV)

## ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JOPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

<u>Landing KFXE</u>: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

<u>Landing KFLL:</u> From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

<u>Landing KHWO:</u> From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°.

Landing KX51: From over MNNDY via 116° track to KX51.

Expect radar vectors to final approach course.

Landing K07FA: From over MNNDY via 123° track to K07FA.

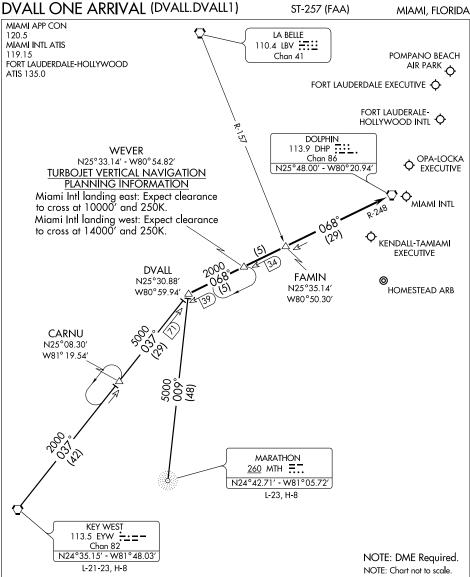
<u>Landing KHST:</u> From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

#### LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.

KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

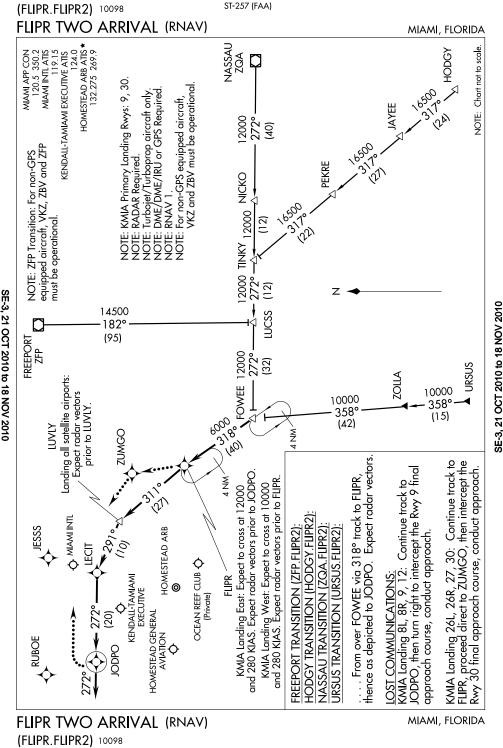
SE-3, 21 OCT 2010 to 18 NOV 2010



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037

to DVALL INT. Thence. . . . MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . .

. . . . From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.



### ARRIVAL DESCRIPTION

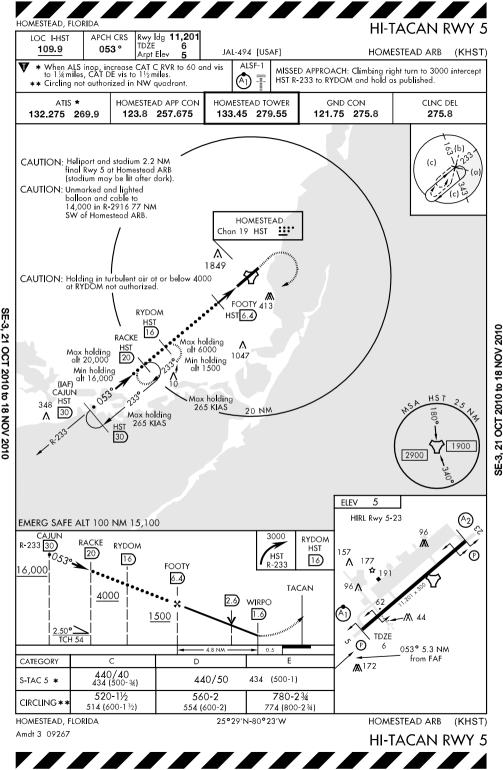
FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT.

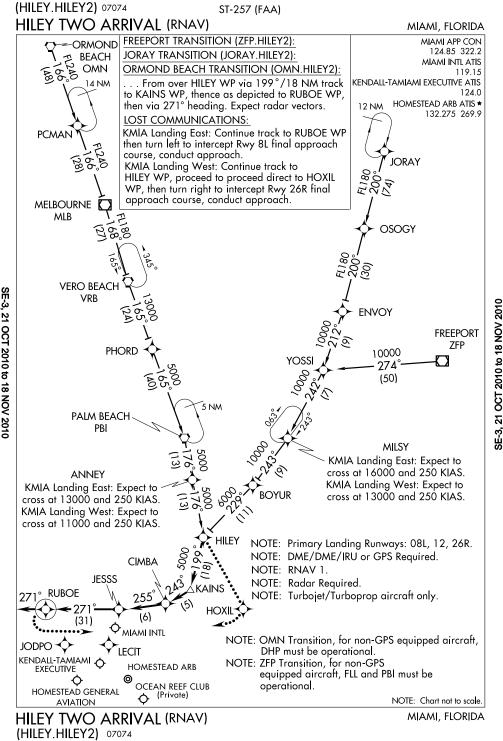
HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . .

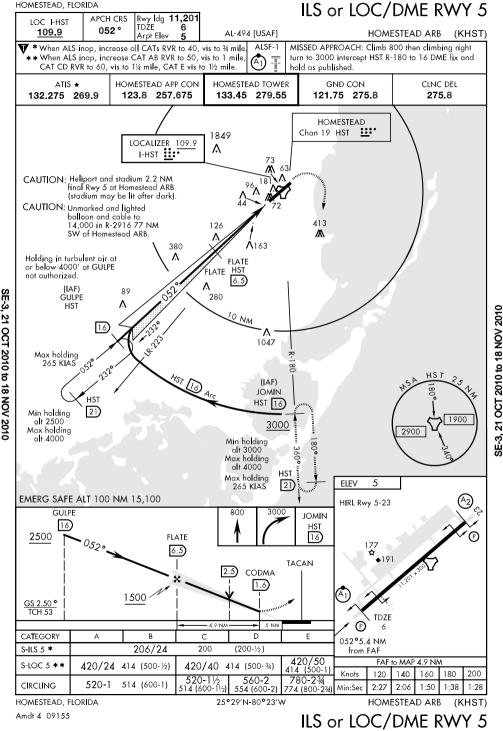
NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .

URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . .

. . . From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

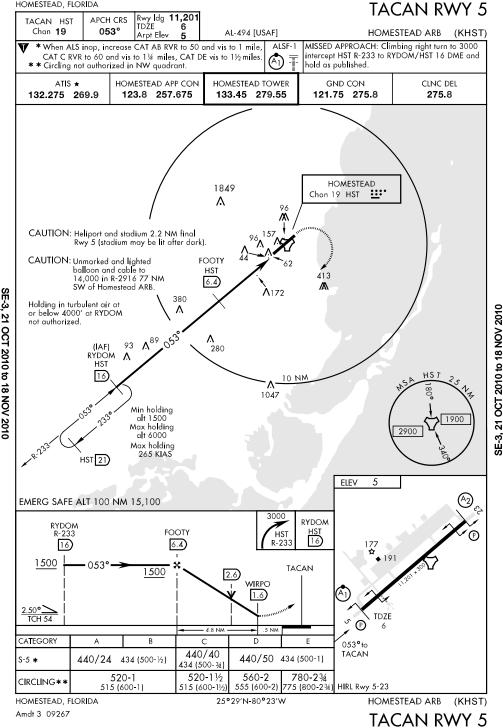


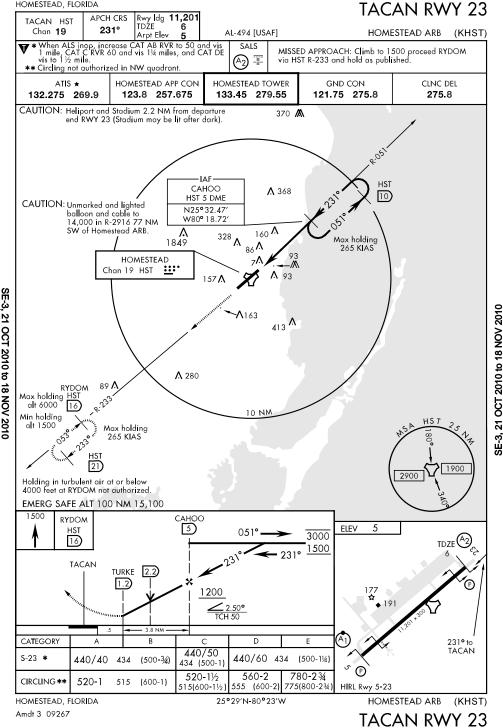




# SSCOT ONE ARRIVAL (RNAV) (SSCOT.SSCOT1) 08325

SE-3, 21 OCT 2010 to 18 NOV 2010





HOMESTEAD ARB

ARRESTING GEAR/SYSTEM

2(A/M32A-86)

(HST)(KHST)

RWY 05: ALSF1. PAPI(P4L)—GA 2.5° TCH 54'. Rgt tfc.

1896 fuel card, US Govt air card or your base billing info.

Assembly weekends. No Demineralized water avbl.

COMMUNICATIONS: ATIS 132.275 269.9 (1200-0400Z‡)

93FS (MAKO OPS) 138.025 303.15 RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.

1100-1300Z‡ (1500/3+1).

I-HST

HOMESTEAD GENERAL AVIATION

RWY 18-36: H4000X100 (ASPH)

RWY 09-27: H3000X75 (ASPH)

RWY 09: PAPI(P2L). Trees.

markers every 200'.

COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE MIA. DOLPHIN (H) VORTAC 113 9 DHP

RWY 09U-27U: 1000X500 (TURF)

TOWER 133.45 279.55

(L) TACAN

ILS 109.9

RWY 18: Rgt tfc.

R APP/DEP CON 123.8 257.675 (1200-0400Z‡) other times ctc (R) MIAMI APP/DEP CON 125.5 354.1 (0400-1200Z‡)

Rwv 05.

WEATHER DATA SOURCES: AWOS-3 118.375 (305)247-2791.

GND CON 121.75 275.8

Chan 19 HST (108.2) N25°29.37′ W80°22.77′

(X51)

RWY 36: PAPI(P4R).

S-20

FUEL 100LL, JET A OX 1, 2 NOTAM FILE MIA

COMD POST (REEF CONTROL) 381.3 (DSN 791-7068, C305-224-7068)

TPA—See Remarks

RWY 05-23: H11200X300 (CONC-GRVD)

AFRC

NOTAM FILE HST

3 E

FLORIDA

UTC-5(-4DT) PCN 55 R/B/W/T

HIRL

**RWY 05** ← HOOK E5 (65' OVRN) BAK-14 BAK-12B(B) (1650')

RWY 23: SALS, PAPI(P4L)-TCH 54'.

BAK-14 BAK-12B(B) (1087') HOOK E5 (74' OVRN) → RWY 23 rwy in raised position. E-5 connected on dep end, disconnected on apch end.

MILITARY SERVICE: A-GEAR Apch end BAK-12B(B)/14 for active rwy in low position. Dep end BAK-12B(B)/14 for active FUEL J8 Expect 1 hr delay. All acft rqr fuel, please have in your possession the white DD Form

N25°29.31' W80°23.02'

JASU 3(AM32A-60)

TRAN ALERT Opr Mon-Fri 1130-0200Z±. Sat 1130-1900Z±. clsd holidays. Avbl Sundays as requested in support of Unit Training

GCA 123.8 257.675 (1200-0400Z±)

PMSV METRO 318.65

at fld. 53/3W. No NOTAM MP Wed

N25°29.95' W80°33.25'

Chan 86 N25°48 00′ W80°20 94′ 216° 21 2 NM to fld 10/4W HIWAS

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR, 24 hr prior notice. Base OPS DSN

791–7516, C305–224–7516. PPR good for +/- 1 hr PPR time. Coordination of PPR outside of block time by telephone is rgr, or PPR number will be considered cancelled except for MEDEVAC and VIP acft. Tran acft call 50 NM out. Inbound distinguished visitor acft ctc Comd Post 20 min prior to ldg with firm chock time. No local or round robin flights permitted by tran acft. Opr for base assign alert acft only 0400-1200Z‡. Tran maintenance must be present for acft parking, engine start and for launch of all tran acft. Alert facility twy rstd to acft with

wing span of 60' or less. CAUTION Heliport 2.2 NM SW, exercise extreme caution. Stadium light 3 NM from apch end Rwy 05 hazard to night vision. Bird hazard; especially prevalent 1 hr before SS and 1 hr after SR. Airfield

87

MIAMI

DIAP. AD

H-81, L-23C, A

MIAMI

L-23C. A

experiences temporary Bird Watch Condition Severe. Ctc Base OPS for bird hazard information, Bird Watch Condition is on ATIS. Extensive high performance mil jet opr on and invof arpt. TFC PAT TPA-Rectangular 1005(1000), overhead 2005(2000), helicopter 505(500). During VFR conditions; tkf, low apch, touch and go, acft maintain 1000' until dep end of rwy to avoid overhead pattern. MISC Winds are estimated due to FMO-13 wind sensors being accurate to within only +/- 4 Kt. ATC/Wx will not include/relay wind correction into forecast/phraseology. Therefore, aircrews will incorporate a +/- 4 Kt accuracy into their decision making process for flying opr. Acft arr from NE sector can expect numerous frequency changes during enroute descent. For dep ctc twr direct. Tran acft ldg with hot armament, advise twr on initial ctc. Weather station opr 24 hrs. For additional information ctc base wx station DSN 791-7511, C305-224-7511, or servicing OWS (26 OWS) at

PTD 372.2

**CLNC DEL** 275.8

No NOTAM MP Tue and Thu 1100-1300Z‡ (1500/3+1).

UTC-5(-4DT)

AIRPORT REMARKS: Attended continuously. Parachute Jumping SE corner of arpt. Extensive crop dusting in area. Extensive glider activity invof arpt 8,000' and blo-monitor freq 122.80. Ultralight activity on and invof arpt. Aerobatic box south of arpt and east of AER 36. Remote control model flying fields 1.8 NM north of AER 18. Glider activity Rwy 18-36. Use of ultralight ops area is limited to ultralights and stol type acft that have an approach speed of 50 knots or less, ctc arpt manager on 305-247-4883 prior to use. Rwy 09U-27U white

Barksdale AFB, LA DSN 781-1200 C318-456-1220. Automated/Augmented AWOS in use.

COMM/NAV/WEATHER REMARKS: Radar—No NOTAM MP Mon, Wed, Fri 1000-1400Z‡ (1500/3+1).

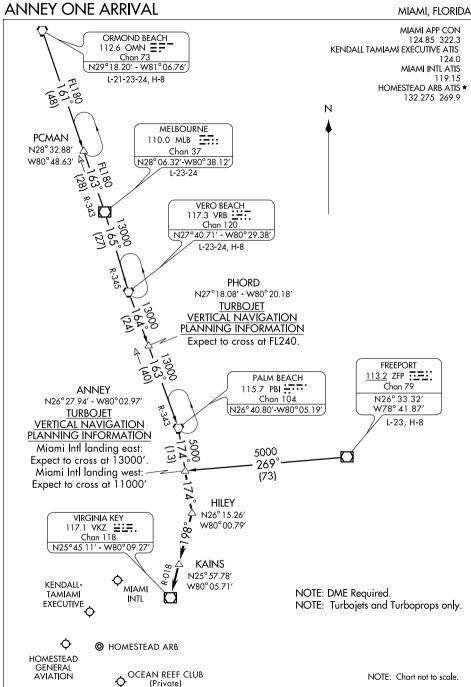
4 NW

S-40, D-65, 2D-110

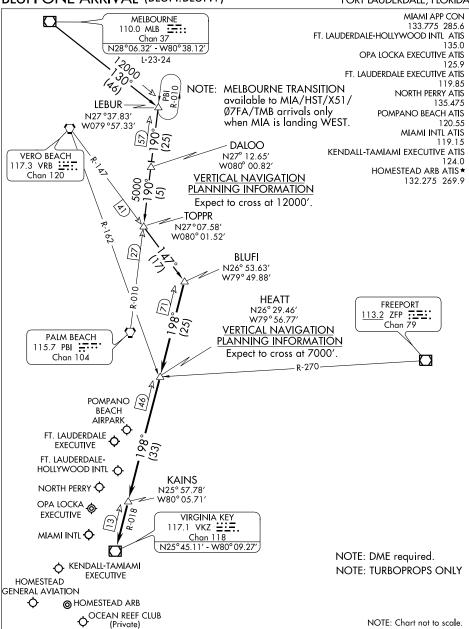
RWY 27: Tree. Rgt tfc.

MIRL

OIL 0-133-148



21 OCT 2010 to 18 NOV 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

21 OCT 2010 to 18 NOV 2010

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

NOTE: RNAV 1. NOTE: Radar required. NOTE: For non-GPS equipped aircraft, EYW

NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.

NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI, FLORIDA

21 OCT 2010 to 18 NOV 2010

CURSO TWO ARRIVAL (RNAV)

## ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JOPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

<u>Landing KFXE</u>: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

<u>Landing KFLL:</u> From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

<u>Landing KHWO:</u> From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°.

Landing KX51: From over MNNDY via 116° track to KX51.

Expect radar vectors to final approach course.

Landing K07FA: From over MNNDY via 123° track to K07FA.

<u>Landing KHST:</u> From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

## LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.

KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

WORPP

N25°53.61′ - W80°58.45′ TURBOJET VERTICAL NAVIGATION

PLANNING INFORMATION

Miami Intl Landing East: Expect

clearance to cross at 10000' and 250K.

Miami Intl Landing West: Expect

clearance to cross at 16000' and 280K.

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

 $\underline{\sf SARASOTA}$  TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . . From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

# CYPRESS FIVE ARRIVAL (CYY.CYY5) 08325

NOTE: Aircraft landing OPF:

NOTE: Chart not to scale.

CYPRESS FIVE available

to turbojet aircraft only.

21 OCT 2010 to 18 NOV 2010

SE-3.

OPA-LOCKA

EXECUTIVE

. MAMI

INTL

**HOMESTEAD** 

ര <sup>ARB</sup>

OCEAN REEF CLUB

(Private)

KENDALL-TAMIAMI

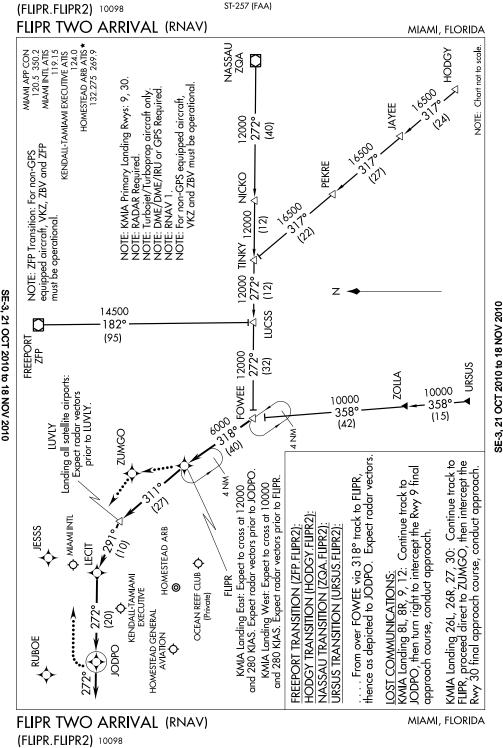
**EXECUTIVE** 

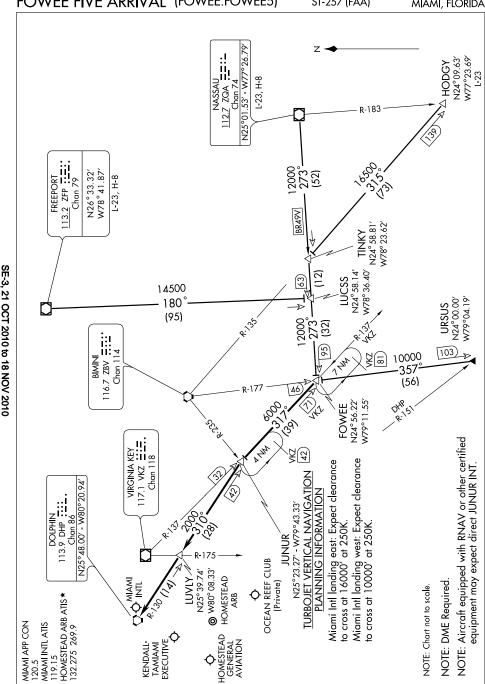
**HOMESTEAD** 

**GENERAL** 

AVIATION

O





**FIVE ARRIVAL** (FOWEE.FOWEE5) MIAMI, FLORIDA

## ARRIVAL DESCRIPTION

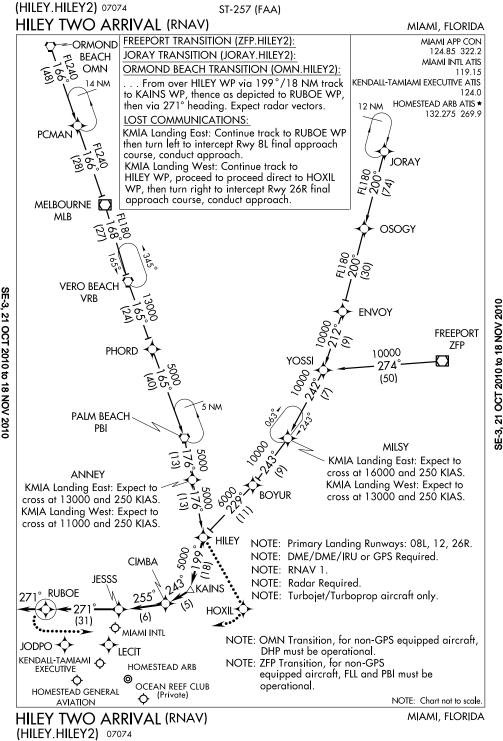
FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT.

HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . .

NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .

URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . .

. . . From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.



SSCOT ONE ARRIVAL (RNAV) (SSCOT.SSCOT1) 08325

SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI, FLORIDA

MIRI

HIRI

MIAMI H-8H I-23C

ΙΔΡ



B S2

RWY NO. P\_line

RWY 18: Brush.

IMMOKALEE RGNI (IMM) 1 NE UTC-5(-4DT) N26°26.03' W81°24.08'

RWY 09-27: H5000X150 (ASPH) S-35, D-60, 2D-110

RWY 18-36: H5000X150 (ASPH) S-35, D-60, 2D-110

RWY 36: P-line. AIRPORT REMARKS: Attended 1300-22007±. Fuel avbl 24 hrs by credit

FIIFI 10011 IFT A NOTAM FILE MIA

card, Glider activity blo 10.000' 10 NM radius from SR-SS, Crop dusting ops conducted during dalgt hrs. Tkf and ldg on turf areas of arpt are done so at pilots own risk and responsibility, PCL OTS

indef, Reflectors on Twy A, B and C Igtd, ACTIVATE MIRL Rwy 09-27 and HIRL Rwy 18-36-CTAF. WEATHER DATA SOURCES: AWOS-3 118.525 (239) 657-2038. COMMUNICATIONS: CTAF 122 9

(R) FORT MEYERS APP/DEP CON 119.75 (1100-0500Z±) R MIAMI CENTER APP/DEP CON 134.75 (0500-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIA. LA BELLE (L) VORTAC 110.4 LBV Chan 41 N26°49.69'

W81°23.49' 180° 23.6 NM to fld. 30/01E.

INDIANTOWN UTC-5(-4DT) N27°02.25' W80°26.46' (X58) 2 NE FUEL 100LL TPA-830(800) NOTAM FILE MIA RWY 13-31: 6300X75 (TURF)

MIRL Rwy 01-19 and REIL Rwy 01 and Rwy 19-CTAF. WEATHER DATA SOURCES: AWOS-3 119.975 (352) 341-0264.

(See WINTER HAVEN)

RWY 13: Thid dsplcd 600'. Tree. RWY 31: Thid dspicd 300'. Road. AIRPORT REMARKS: Unattended, Fuel avbl with credit card only. No touch and go ldgs, Rwy 13-31 dsplcd thids and rwy

sides marked with white paying stones and white pyc markers. Standing water at rwy edges after rain, PPR for transient acft training call 772-597-5800. Landing fee currently in effect. \$10 landing fee waived with fuel purchase.

INVERNESS (X4Ø)

COMMUNICATIONS: CTAF/UNICOM 123 O

COMMUNICATIONS: CTAF/UNICOM 122.725 RADIO AIDS TO NAVIGATION: NOTAM FILE OCF.

JACK BROWNS SPB

2 SE UTC-5(-4DT) N28°48.38' W82°19.07'

50 B FUEL 100LL, JET A NOTAM FILE PIE RWY 01-19: H3762X60 (ASPH) S-12.5 MIRL

OCALA (L) VORTAC 113.7 OCF Chan 84 N29°10.65′ W82°13.58′ 192° 22.7 NM to fld. 80/00E.

AIRPORT REMARKS: Attended 1200-0000Z‡. Fuel self serve. Trees in transition surface E and W of rwy. ACTIVATE

RWY 01: REIL, PAPI(P2L), Trees, Rgt tfc. RWY 19: REIL, PAPI(P2L), Thid dspicd 50', Trees.

**JACKSONVILLE** L-21D. 24F

MIAMI

5000 X 150

81

X 150

5000)

36

€3

37

Apt Elev

WAAS

W09A

SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 9

IMMÓKALEE RGNL (IMM) MISSED APPROACH:

SE-3, 21 OCT 2010 to 18 NOV 2010

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local A NA altimeter setting not received, use Southwest Florida Intl altimeter setting and increase LPV Climb to 2000 DA 48 feet, LNAV/VNAV DA 125 feet and all MDA 60 feet; increase LPV all Cats, LNAV direct GITVE and Cat C and Circling Cat C/D visibility 1/4 mile, and LNAV/VNAV all Cats visibility 1/2 mile. via track 359° to JABMA and hold. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. Straight-in/Circling to Rwy 9 NA at night. Circling to Rwy 18 NA at night.

AWOS-3 FORT MYERS APP CON ★ UNICOM 118,525 119.75 327.8 122,9 (CTAF) ( JICTI Procedure NA for arrival at JABMA JICTI via V225 northeast bound. (IAF) PAPDE RADVE RW09 25 Ny 1.5 NM to (FAF) RW09 ECAMO (IF) **GITVE** RW09 1700 FÀPTO 2300 093° 1249 A (6.1)138± **(** ۸<sup>610</sup> (IAF) **OBMEE** 2300 ELEV 37 047° (7.8) Procedure NA for arrival at MILES via V359 southbound. 093° to 2000 GITVE JABMA RW09 359° **FAPTO** track 81 5000 X 150 **ECAMO** \*LNAV only RADVE TDZE 2300 1.5 NM to 37 ☆ RW09 **RW09** Procedure Turn NA 1700 GS 3.00° \*560 TCH 53 6.1 NM 3.5 NM D **CATEGORY** Α 36 LPV 325-1 DA 288 (300-1) LNAV/ DA 401-11/4 364 (400-11/4) VNAV 400-11/4 LNAV MDA 400-1 363 (400-1) 363 (400-11/4) MIRL Rwy 9-27 ( 660-13/4 660-2

IMMOKALEE, FLORIDA

CIRCLING

Orig 09239

520-1 483 (500-1)

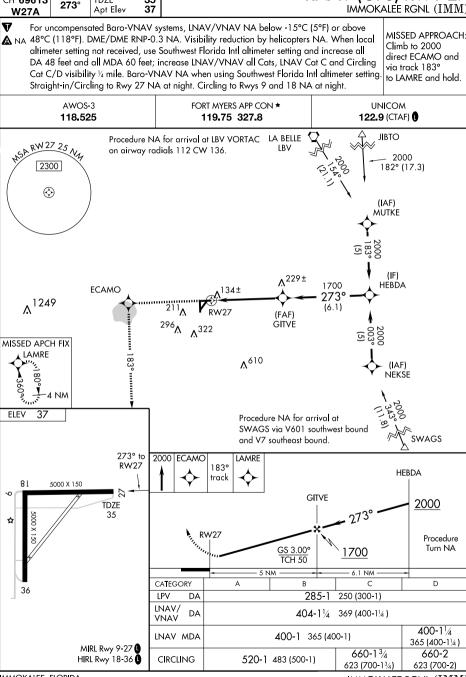
IMMOKALEE RGNL (IMM) RNAV (GPS) RWY 9

HIRL Rwy 18-36 (

623 (700-2)

623 (700-134)

RNAV (GPS) RWY



AL-6603 (FAA)

IMMOKALEE, FLORIDA Orig 09239

SE-3, 21 OCT 2010 to 18 NOV 2010

IMMOKALEE RGNL (IMM)

26°26'N - 81°24'W

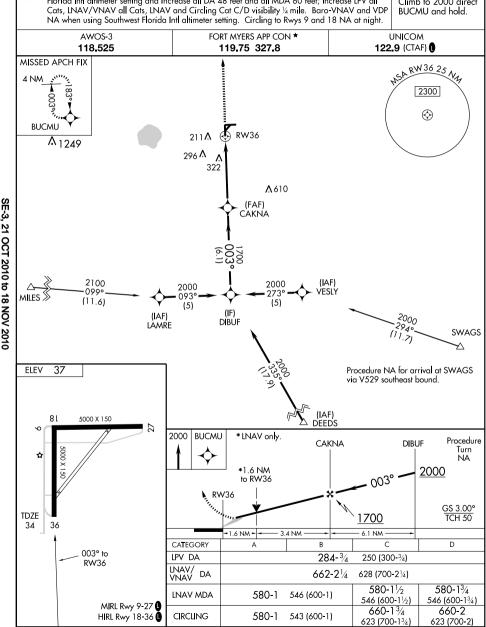
AL-6603 (FAA)

## RNAV (GPS) RWY 36 IMMOKALEE RGNL (IMM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C/D visibility 1/2 mile. Baro-VNAV and VDP NA when using Southwest Florida Intl altimeter setting. Circling to Rwys 9 and 18 NA at night.

MISSED APPROACH: Climb to 2000 direct

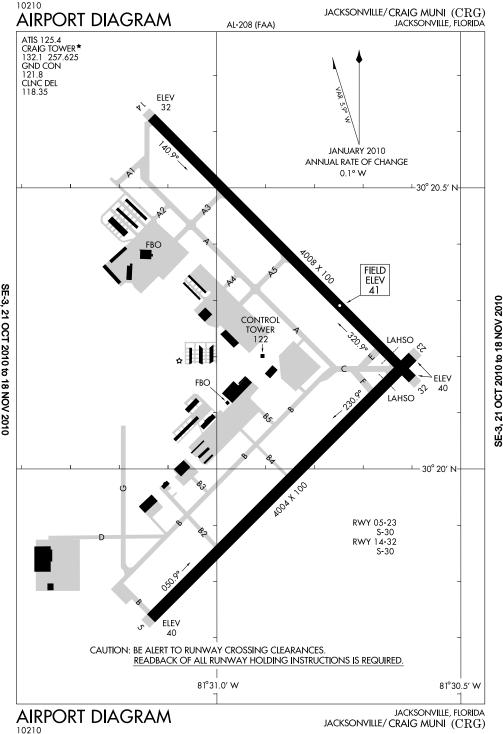
SE-3, 21 OCT 2010 to 18 NOV 2010



IMMOKALEE, FLORIDA Orig 09239

IMMOKALEE RGNL (IMM) RNAV (GPS) RW

IMMOKALEE, FLORIDA AL-6603 (FAA) VORTAC LBV Rwy Idg 5000 APP CRS VOR RWY 18 110.4 TDŹE 36 181° 37 IMMOKALEE RGNL (IMM) Apt Elev Chan 41 Visibility reduction by helicopters NA. When local altimeter setting not MISSED APPROACH: Climb to v received, use Southwest Florida Intl altimeter setting and increase all 1000 then climbing right turn to **A** NA MDA 60 feet; increase Circling Cat C/D visibility ¼ mile. 1700 via LBV VORTAC R-181 to Straight-in/Circling to Rwy 18 NA at night. Circling to Rwy 9 NA at night. KOCHE INT/LBV 18.4 DME and hold. FORT MYERS APP CON ★ AWOS-3 UNICOM 118,525 119.75 327.8 122.9 (CTAF) ( · IAF-LA BELLE R-093 110.4 LBV **∷∷** Chan\_41 (IAF) Procedure NA for arrival at LA BELLE JIBTO 2000 NoPT VORTAC on airway radials 136 CW 157. 810 LBV [10) 00 (IAF) JICTI LBV 10 DUPNT INT LBV [10) SE-3, 21 OCT 2010 to 18 NOV 2010 1700 181° (8.4) R-07 R-001 NSA LBV 25 NA 2600 297**^**S 111.8 RSW R-093 Chan 55 (IAF) **KOCHE INT** LBV 18.4 ELEV <sup>211</sup> 1249 ∧ 181° 5 NM from FAF 296 A 323 10 NM **TDZE** 36 81 610 5000 X 150 1700 1000 **KOCHE INT KOCHE INT** Remain LBV 18.4) 5000 X within 10 NM LBV 18.4 LBV R-181 110.4 1700 LBV 23.4 1700 36 ≤3.04° TCH 50 5 NM MIRL Rwy 9-27 ( CATEGORY В С D HIRL Rwy 18-36 560-11/2 560-1 560-11/4 560-13/4 S-18 FAF to MAP 5 NM 524 (600-1) 524 (600-11/4) 524 (600-11/2) 524 (600-13/4) 560-1 560-11/4 660-13/4 660-2 Knots 60 90 120 150 180 CIRCLING 2:30 523 (600-1) 523 (600-11/4) 623 (700-13/4) 623 (700-2) Min:Sec 5:00 3:20 2:00 1:40 IMMOKALEE, FLORIDA IMMOKALEE RGNL (IMM) Amdt 6 09239 26°26'N - 81°24'W



FLORIDA

**GND CON 121.8** 

CRAIG MUNI (CRG) 8 E UTC-5(-4DT) S4 FUEL 100LL, JET A NOTAM FILE CRG S-30

HIRL

RWY 32: MALSR. PAPI(P4L)-GA 3.0°. Trees. S-30

RWY 14: REIL, PAPI(P4L)-GA 3.0°. Trees. RWY 05-23: H4004X100 (ASPH)

RWY 14-32: H4008X100 (ASPH)

RWY 05: PAPI(P4L)-GA 3.0°. Tree.

RWY 23: REIL. PAPI(P4L)-GA 3.0°. Trees. LAND AND HOLD SHORT OPERATIONS

HOLD SHORT POINT LANDING

DIST AVBL RWY 05 14 - 323600

**RWY 14** 05 - 233650

AIRPORT REMARKS: Attended Mon-Fri 1100-0400Z±, Sat-Sun

1100-0300Z‡. Banner towing on weekends and special events.

The arpt is designed to safely accommodate Design Group II acft

(up to 79' wingspan) up to 60,000 lbs dual wheel loading. PPR for

acft exceeding these limits ctc at 904-741-2020. Birds

periodically on or near arpt increasing in activity during inclement

weather. Wildlife on and invof arpt. VFR noise abatement procedures in effect, ctc arpt manager for details at phone number

904-641-7666. Weather permitting, Rwv 05 preferred for apch. Rwy 32 preferred for dep. Call noise abatement complaint hotline at phone number 904-641-3606. Rwy 05-23 has 75' stopways both ends. Rwy 14-32 has 75' stopways both ends. PAPI Rwy 05 unusable byd 7.5° right of centerline. PAPI Rwy 23 unusable byd 9.0° right of

centerline. PAPI Rwy 23 unusable byd 8.0° either side of centerline. Twy J unlighted. PAPI Rwy 05, Rwy 14, Rwy 23, Rwy 32 opr continuously. When twr clsd ACTIVATE HIRL Rwy 14-32 and MIRL Rwy 05-23, REIL Rwy 14 and Rwv 23 and MALSR Rwv 32-CTAF.

WEATHER DATA SOURCES: ASOS (904) 646-4670. HIWAS 114.5 CRG. COMMUNICATIONS: CTAF 132.1 ATIS 125.4 **IINICOM** 122 95

RCO 122.1R 114.5T (GAINESVILLE RADIO)

(R) JACKSONVILLE APP/DEP CON 124.9

TOWER 132.1 (Mon-Fri 1100-0400Z‡, Sat-Sun 1200-0300Z‡)

AIRSPACE: CLASS D svc Mon-Fri 1100-0400Z±. Sat-Sun 1200-0300Z±. other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRG.

(H) VORTAC 114.5 CRG Chan 92 N30°20.33' W81°30.60' at fld. 40/03W. ILS 111.7 I-CRG Rwv 32.

HERLONG (HEG) 8 SW UTC-5(-4DT) N30°16.67′ W81°48.36′

**S4** FUEL 100LL, JET A NOTAM FILE GNV

S-30 RWY 07-25: H4000X100 (ASPH)

RWY 07: PAPI(P2L)—GA 3.0° TCH 34'. Trees.

RWY 25: PAPI(P2L)-GA 3.0° TCH 34'. Trees.

RWY 11-29: H3500X100 (ASPH) S-30

RWY 11: PAPI(P2L), Trees. RWY 29: PAPI(P2L). Trees.

AIRPORT REMARKS: Attended 1130-0030Z±, Parachute Jumping.

Ultralight and glider activity on and invof arpt. PAPI Rwy 11 OTS

indef, ACTIVATE MIRL Rwv 07-25 and Rwv 11-29-CTAF, PAPI Rwv 07, Rwy 25, Rwy 11 and Rwy 29 opr continuously.

WEATHER DATA SOURCES: AWOS-3 119.275 (904) 695-0334.

COMMUNICATIONS: CTAF/UNICOM 123.0

(R) JACKSONVILLE APP/DEP CON 123.8

GCO 121.025 (JACKSONVILLE CLNC and GAINESVILLE FSS) RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.

TAYLOR (H) VORTAC 112.9 TAY Chan 76 N30°30.28' W82°33.18' 112° 41.1 NM to fld. 140/03W.

€3 O Ø

IACKSONVILLE

L-21D, 24G, A

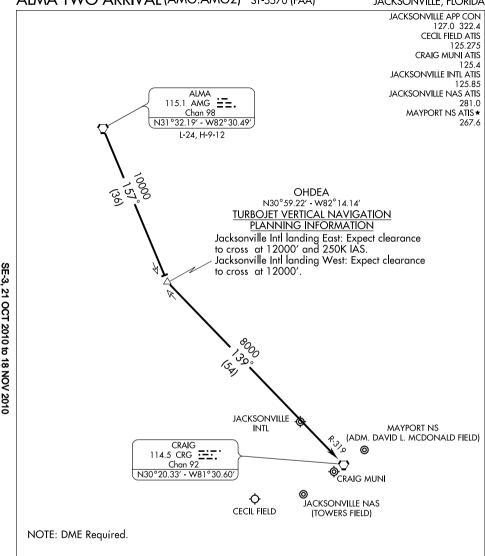
IAP. AD

IAP Residential Area ß ß C3 / Ultralight

**CINC DEL** 118 35

JACKSONVILLE

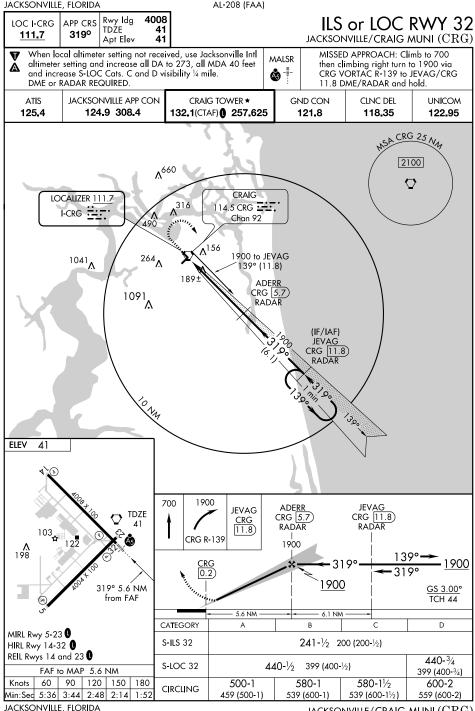
L-21D. 24G. A



### ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.



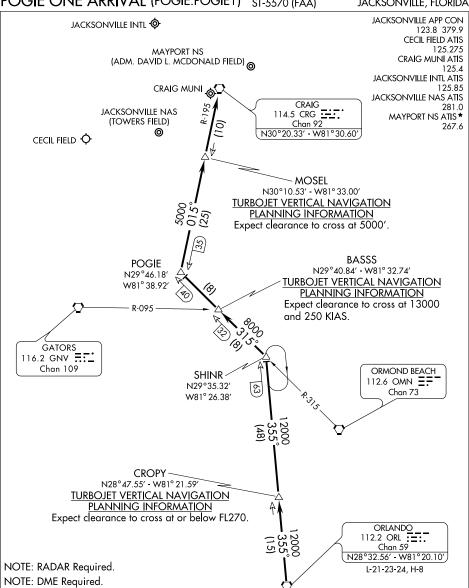
## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned

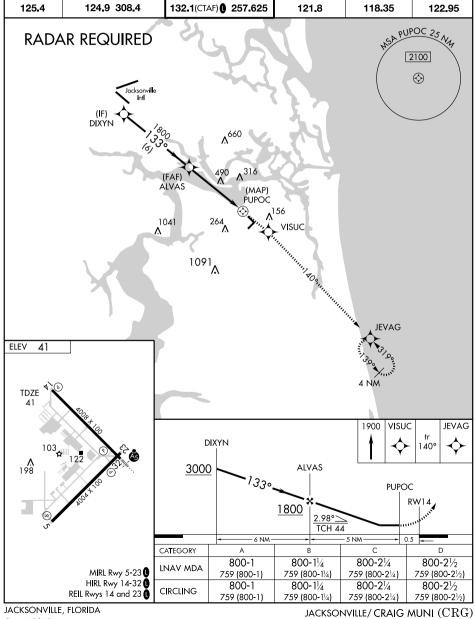
Specific questions regarding these distances sho The Aeronautical Information Manual contains sp		•	•
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
IACKSONIVILLE EL	31	08-26	3,250 feet
JACKSONVILLE, FL CRAIG MUNI (CRG)	05	14-32	3,600 feet
OKAIO MONI (OKO)	14	05-23	3,650 feet
LAKELAND, FL		00 20	0,000 1001
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
, ,	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL	0.5	40.04	4.470.4
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
CINEANDO GAINI CIND (GI D)	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
OT DETERORUPO OF EARWATER FL	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL ST. PETERSBURG-CLEARWATER INTL			
(PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L 22	04-22 17L-35R	7,557 feet 4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL	COIL	00 21	0,400 1001
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
VEDO BEACH EL	36	09-27	3,750 feet
VERO BEACH, FL VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
VERO BEAGITIMONI (VICE)	23L	04 22	4,7000 1001
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010



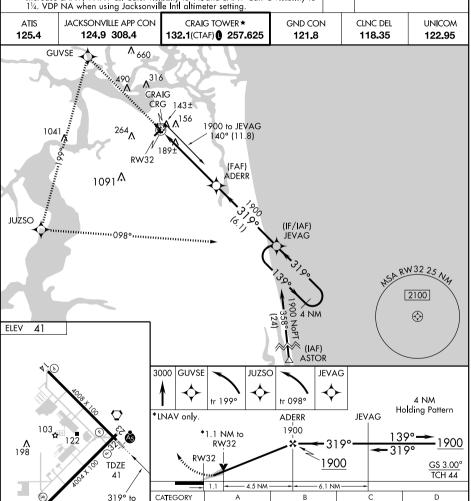
From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

NOTE: Chart not to scale.



Baro-VNAV NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 49° C (120° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet, LNAV/NAV all Cats. and LNAV Cat. C visibility ½ mile. For inoperative MALSR, increase LNAV Cat. D visibility to 1½. For inoperative MALSR when using Jacksonville Intl altimeter setting, increase LNAV/VNAV all Cats. visibility to 1½ and LNAV Cat. C visibility to 1½. VDP NA when using Jacksonville Intl altimeter setting.

ATIS JACKSONVILLE APP CON CRAIG TOWER \* GND CON CLINC DEL UNICOM



JACKSONVILLE, FLORIDA

RW32

MIRL Rwy 5-23 1

HIRL Rwy 14-32

REIL Rwys 14 and 23

LPV DA

LNAV/ DA

VNAV

LNAV MDA

CIRCLING

500-1

459 (500-1)

200 (200-1/2)

438 (500-1)

580-11/2

539 (600-11/2)

440-1

399 (400-1)

600-2

559 (600-2)

 $241 - \frac{1}{2}$ 

479-1

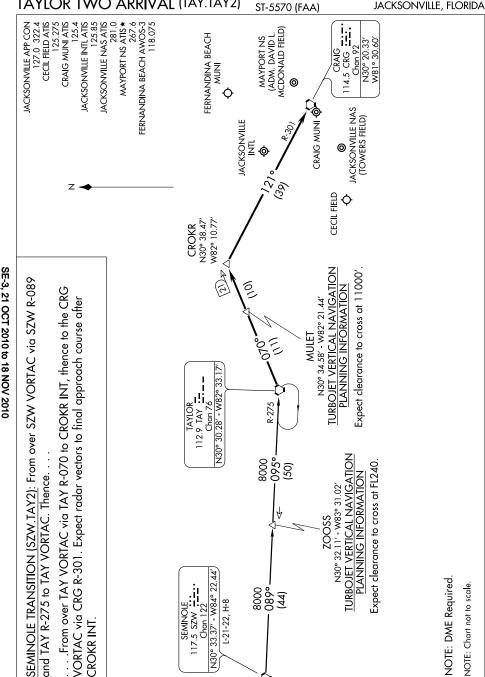
440-1/2 399 (400-1/2)

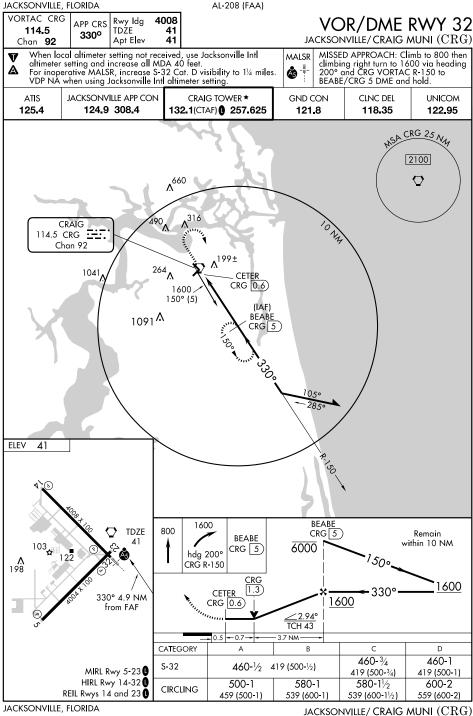
580-1

539 (600-1)

SE-3,

21 OCT 2010 to 18 NOV 2010





Amdt 2 10210

SE-3,

21 OCT 2010 to 18 NOV 2010

Jacksonville/ Craig muni  $(\mathrm{CRG})$ VOR/DME RWY 32

JACKSONVILLE, FLORIDA Amdt 4 10210

759 (800-1)

800-1

759 (800-1)

759 (800-11/4)

800-11/4

759 (800-11/4)

S-14

CIRCLING

SE-3, 21 OCT 2010 to 18 NOV 2010

3:40 JACKSONVILLE/ CRAIG MUNI (CRG) or RW

60 90 120 150 180

5:30

FAF to MAP 5.5 NM

2:45 2:12 SE-3, 21 OCT 2010 to 18 NOV 2010

759 (800-21/2)

800-21/2

759 (800-21/21

Knots

Min:Sec

759 (800-21/4)

800-21/4

759 (800-21/4)

FLORIDA

**GND CON 121.8** 

CRAIG MUNI (CRG) 8 E UTC-5(-4DT) S4 FUEL 100LL, JET A NOTAM FILE CRG S-30

HIRL

RWY 32: MALSR. PAPI(P4L)-GA 3.0°. Trees. S-30

RWY 14: REIL, PAPI(P4L)-GA 3.0°. Trees. RWY 05-23: H4004X100 (ASPH)

RWY 14-32: H4008X100 (ASPH)

RWY 05: PAPI(P4L)-GA 3.0°. Tree.

RWY 23: REIL. PAPI(P4L)-GA 3.0°. Trees. LAND AND HOLD SHORT OPERATIONS

HOLD SHORT POINT LANDING

DIST AVBL RWY 05 14 - 323600

**RWY 14** 05 - 233650

AIRPORT REMARKS: Attended Mon-Fri 1100-0400Z±, Sat-Sun

1100-0300Z‡. Banner towing on weekends and special events.

The arpt is designed to safely accommodate Design Group II acft

(up to 79' wingspan) up to 60,000 lbs dual wheel loading. PPR for

acft exceeding these limits ctc at 904-741-2020. Birds

periodically on or near arpt increasing in activity during inclement

weather. Wildlife on and invof arpt. VFR noise abatement procedures in effect, ctc arpt manager for details at phone number

904-641-7666. Weather permitting, Rwv 05 preferred for apch. Rwy 32 preferred for dep. Call noise abatement complaint hotline at phone number 904-641-3606. Rwy 05-23 has 75' stopways both ends. Rwy 14-32 has 75' stopways both ends. PAPI Rwy 05 unusable byd 7.5° right of centerline. PAPI Rwy 23 unusable byd 9.0° right of

centerline. PAPI Rwy 23 unusable byd 8.0° either side of centerline. Twy J unlighted. PAPI Rwy 05, Rwy 14, Rwy 23, Rwy 32 opr continuously. When twr clsd ACTIVATE HIRL Rwy 14-32 and MIRL Rwy 05-23, REIL Rwy 14 and Rwv 23 and MALSR Rwv 32-CTAF.

WEATHER DATA SOURCES: ASOS (904) 646-4670. HIWAS 114.5 CRG. COMMUNICATIONS: CTAF 132.1 ATIS 125.4 **IINICOM** 122 95

RCO 122.1R 114.5T (GAINESVILLE RADIO)

(R) JACKSONVILLE APP/DEP CON 124.9

TOWER 132.1 (Mon-Fri 1100-0400Z‡, Sat-Sun 1200-0300Z‡)

AIRSPACE: CLASS D svc Mon-Fri 1100-0400Z±. Sat-Sun 1200-0300Z±. other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRG.

(H) VORTAC 114.5 CRG Chan 92 N30°20.33' W81°30.60' at fld. 40/03W. ILS 111.7 I-CRG Rwv 32.

HERLONG (HEG) 8 SW UTC-5(-4DT) N30°16.67′ W81°48.36′

**S4** FUEL 100LL, JET A NOTAM FILE GNV

S-30 RWY 07-25: H4000X100 (ASPH)

RWY 07: PAPI(P2L)—GA 3.0° TCH 34'. Trees.

RWY 25: PAPI(P2L)-GA 3.0° TCH 34'. Trees.

RWY 11-29: H3500X100 (ASPH) S-30

RWY 11: PAPI(P2L), Trees. RWY 29: PAPI(P2L). Trees.

AIRPORT REMARKS: Attended 1130-0030Z±, Parachute Jumping.

Ultralight and glider activity on and invof arpt. PAPI Rwy 11 OTS

indef, ACTIVATE MIRL Rwv 07-25 and Rwv 11-29-CTAF, PAPI Rwv 07, Rwy 25, Rwy 11 and Rwy 29 opr continuously.

WEATHER DATA SOURCES: AWOS-3 119.275 (904) 695-0334.

COMMUNICATIONS: CTAF/UNICOM 123.0

(R) JACKSONVILLE APP/DEP CON 123.8

GCO 121.025 (JACKSONVILLE CLNC and GAINESVILLE FSS) RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.

TAYLOR (H) VORTAC 112.9 TAY Chan 76 N30°30.28' W82°33.18' 112° 41.1 NM to fld. 140/03W.

€3 O Ø

IACKSONVILLE

L-21D, 24G, A

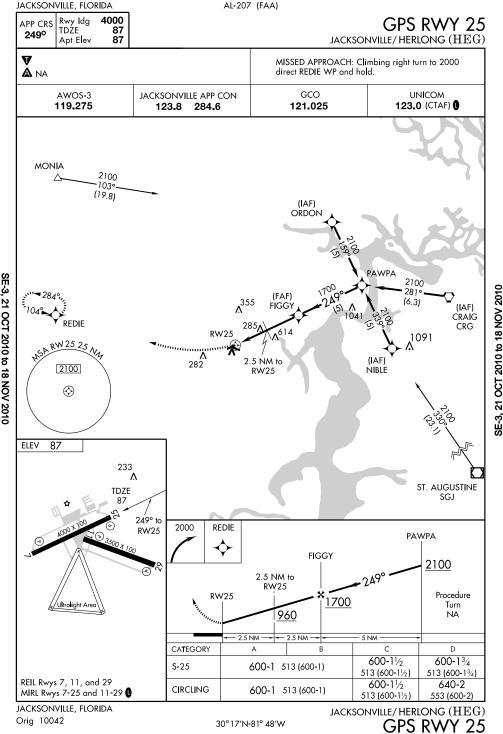
IAP. AD

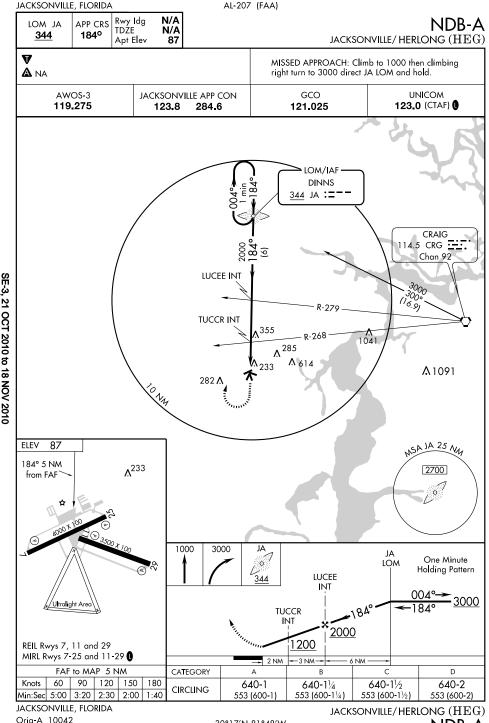
IAP Residential Area ß ß C3 / Ultralight

**CINC DEL** 118 35

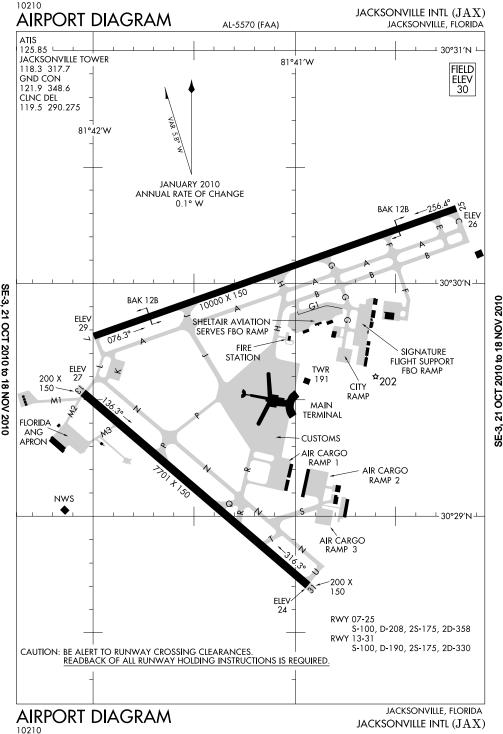
JACKSONVILLE

L-21D. 24G. A





Orig-A 10042



FLORIDA

JACKSONVILLE INTL (JAX) 9 N UTC-5(-4DT) N30°29.64′ W81°41.27′ 30 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D NOTAM FILE IAX

H-8H, 12F, L-21D, 24G, A IAP. AD

**IACKSONVILLE** 

RWY 07-25: H10000X150 (CONC-GRVD) S-100, D-208, 2S-175. 2D-358 HIRL CL RWY 07: ALSF2, TDZL, PAPI(P4L).

RWY 25: MALSR, TDZL, PAPI(P4R). RWY 13-31: H7701X150 (CONC-GRVD) S-100, D-190, 2S-175,

92

2D-330 HIRI CI

RWY 13: MALSR. TDZL. PAPI(P4L)-GA 3.02°. RWY 31: REIL. PAPI(P4L)-GA 3.05°. Tree.

ARRESTING GEAR/SYSTEM

RWY 07 BAK-14 BAK-12B(B) (1537')

BAK-14 BAK-12B(B) (1613') RWY 25 AIRPORT REMARKS: Attended continuously. Bird activity invof arpt.

NNW of arpt. Small portion of terminal ramp not visible from twr. Control twr unable to determine if ramp is clear, PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 904-741-2020. Flight Notification Service (ADCUS) avbl. All intl general aviation arrivals ctc arpt ops at 904-741-2020 and ctc U.S. Customs and Servicing FBO for

wildlife presently on afld. Radio controlled acft activity 3.5 NM

318° 13.1 to fld. 40/03W.

077° 6.2 NM to fld. NOTAM FILE JAX.

HIWAS.

processing and instructions. Non-load bearing asphalt on west air carrier ramp between outer high mast lights and terminal. Acft required to maintain taxi ops over centerline on the air carrier ramp, NOTE; See Special Notices—Continuous Power Facilities. WEATHER DATA SOURCES: ASOS (904) 741-4304. LLWAS. COMMUNICATIONS: D-ATIS 125 85 UNICOM 122 95

(R) app/dep con 127.0 119.0 (270°-090°) 123.8 (181°-269°) 124.9 (091°-180° 5000′ and bio) 118.0 (091°-180°

aby 5000') 121.3 (aby 6000')

TOWER 118 3 GND CON 121 9 CLINC DEL 119 5

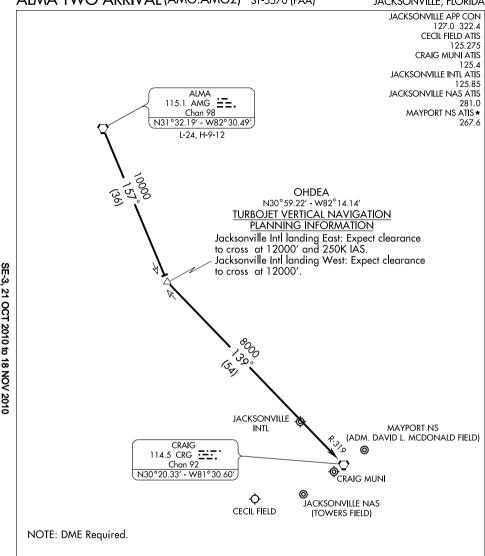
AIRSPACE: CLASS C svc continuous etc APP CON RADIO AIDS TO NAVIGATION: NOTAM FILE CRG.

CRAIG (H) VORTAC 114.5 CRG Chan 92 N30°20.33' W81°30.60' DINNS NDB (HW/LOM) 344 JA N30°27.90′ W81°48.10′

EASTPORT NDB (MHW) 357 EYA N30°25.42′ W81°36.56′ 319° 5.9 NM to fld. NOTAM FILE JAX. ILS 110.7 I-JAX Rwy 07. Class IIIE. LOM DINNS NDB.

ILS 110.5 I-CZH Rwy 13, Class IB. Localizer back course unusable. IIS 110 3 I-PEK Rwy 25. Class IA.

ASR



### ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

N30°20.33′ - W81° 30.60′ NOTE: Chart not to scale. CHARLESTON TRANSITION (CHS.SSI3): From over CHS VORTAC via CHS R-218 and SSI R-037 to SSI VORTAC. Thence. . . . SAVANNAH TRANSITION (SAV.SSI3): From over SAV VORTAC via SAV R-187 and SSI R-018 to SSI VORTAC. Thence. . .

Expect clearance to cross at 10000'.

**CRAIG** 114.5 CRG -Chan 92

. . . . From over SSI VORTAC via SSI R-188 and CRG R-007 to CRG VORTAC. Expect radar vectors to final approach after SSI VORTAC.

Jacksonville Intl **6** 

JACKSONVILLE, FLORIDA

CIRCLING

Amdt 3A 10266

21 OCT 2010 to 18 NOV 2010

30°29'N-81°41'W

610 (700-2)

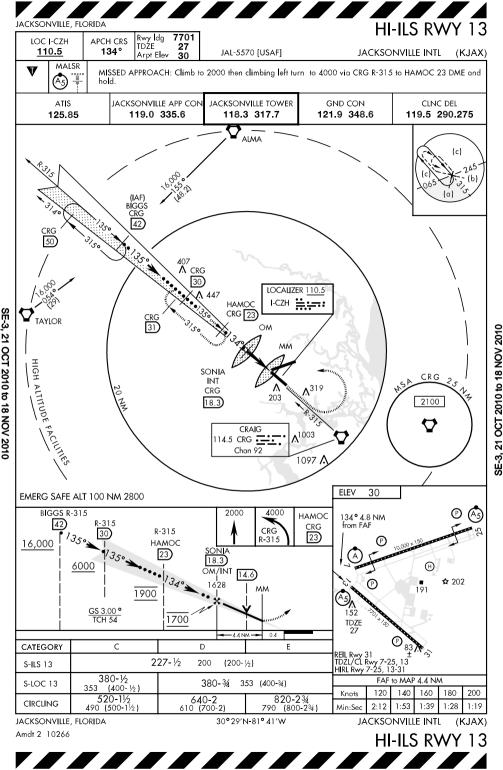
1:55 JACKSONVILLE INTL (KJAX)

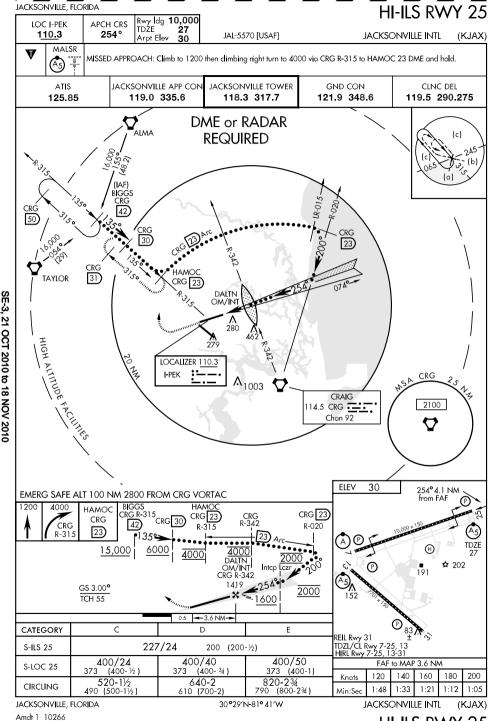
2:33 2:11

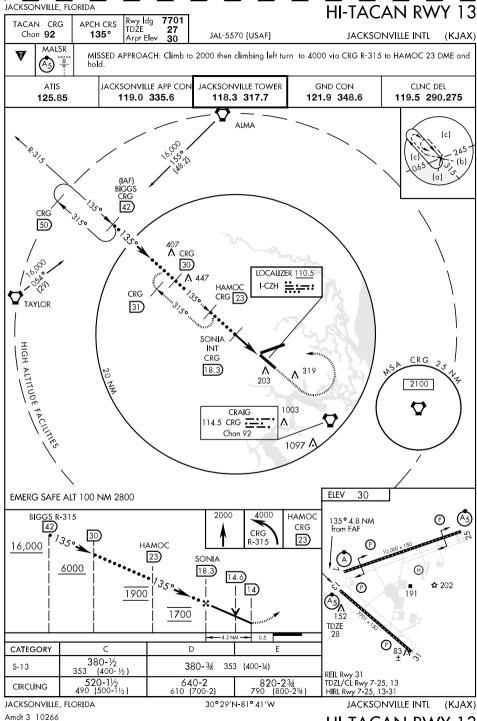
Min:Sec

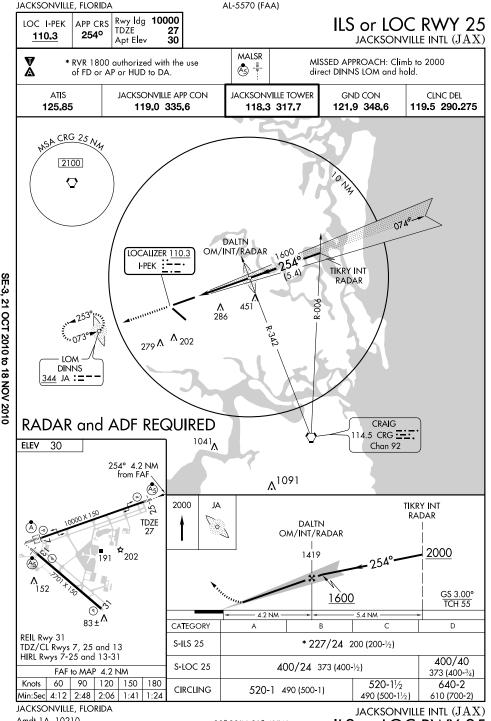
1:42

1:32



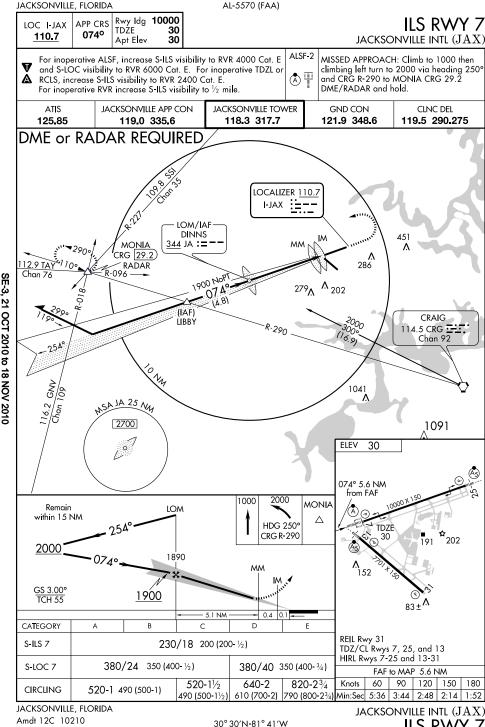






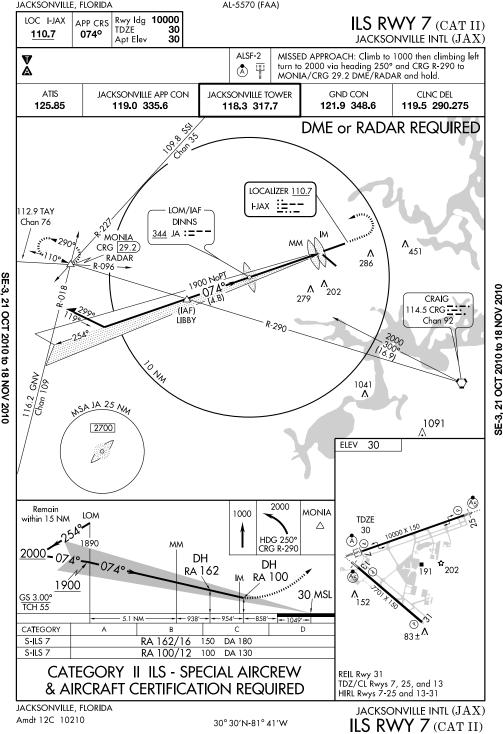
Amdt 1A 10210

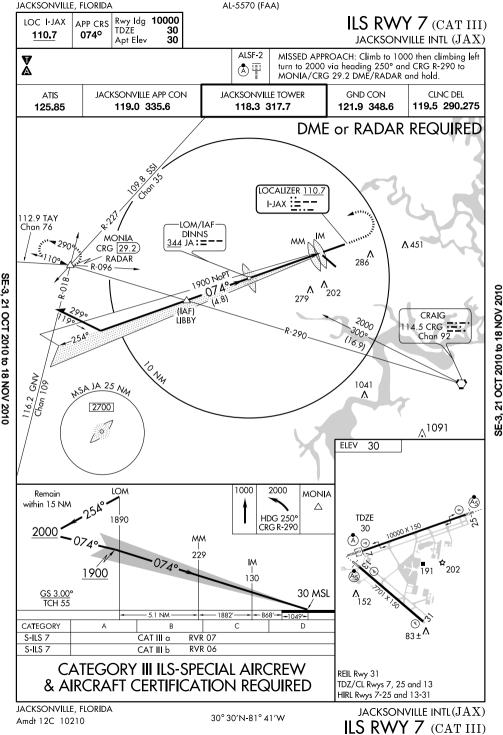
ILS or LOC

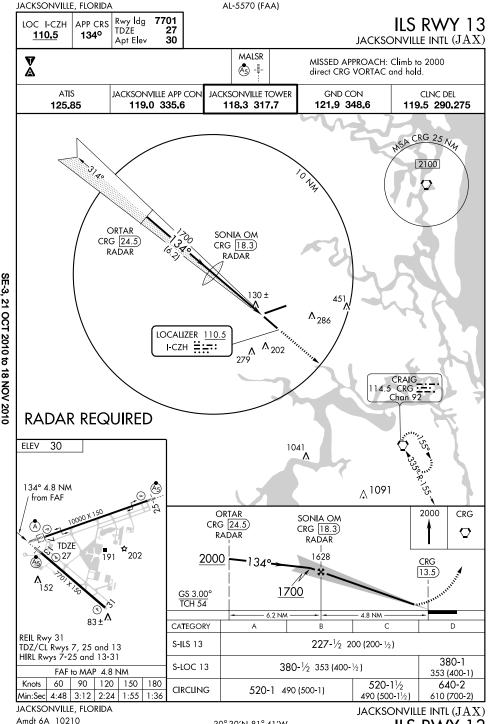


21 OCT 2010 to 18 NOV 2010

SE-3.







**ILS RWY** 

JACKSONVILLE DEP CON

NOTE: Chart not to scale.

WEST 127.0 322.4

DEPARTURE ROUTE DESCRIPTION TAKE-OFF ALL RUNWAYS: All aircraft cleared as filed, maintain 3,000 feet or assigned altitude. Expect clearance to requested altitude/flight level ten minutes after departure. SPECIAL TAKE-OFF INSTRUCTIONS:

RUNWAYS 7/13: Departing north/west departure control area, fly heading 070° or as assigned. Departure frequency 127.0/322.4.

RUNWAYS 7/13: Departing south departure control area, fly heading 130° or as assigned. Departure frequency 118.0/351.8.

113.7 OCF

Chan 84 N29° 10.65′-W82° 13.58′

RUNWAYS 25/31: Departing north departure control area, fly heading 310° or as assigned. Departure frequency 127.0/322.4.

RUNWAYS 25/31: Departing west departure control area, fly heading 250° or as assigned. Departure frequency 127.0/322.4.

RUNWAYS 25/31: Departing south departure control area, fly heading 220° or as assigned. Departure frequency 118.0/351.8.

112.2 ORL :::.

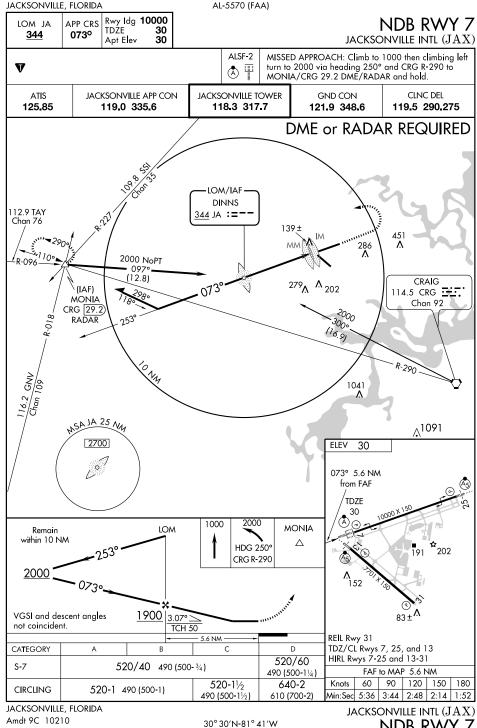
Chan 59

N28°32.56′-W81° 20.10′

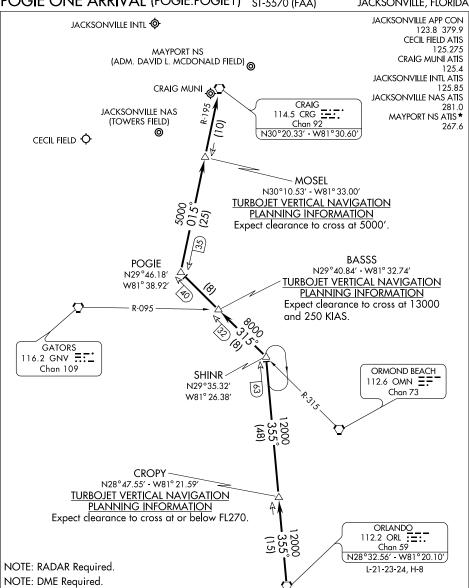
L-21-23-24, H-8

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

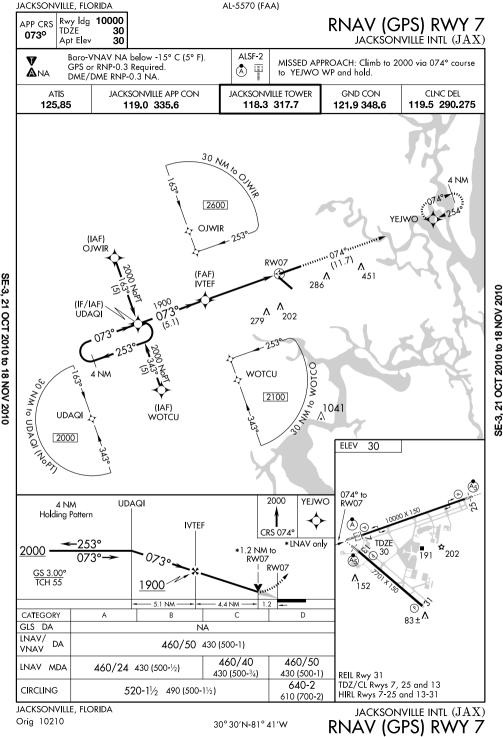


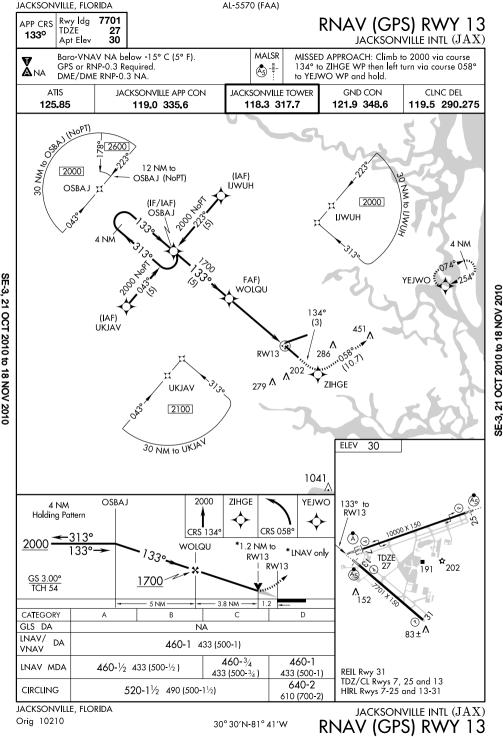
NDB RV

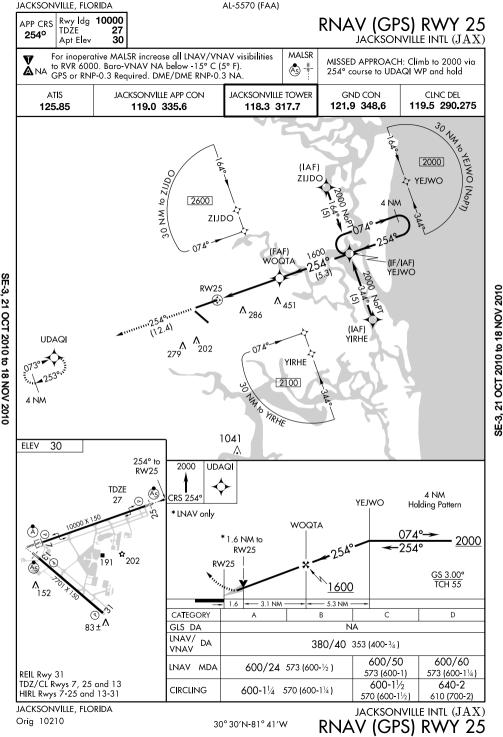


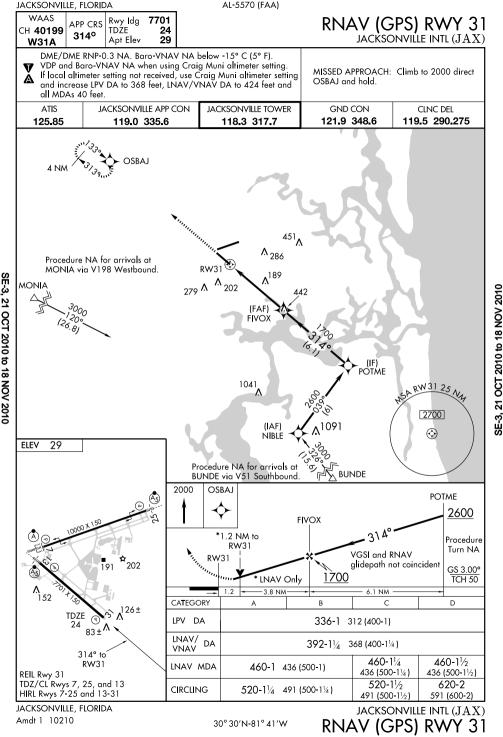
From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

NOTE: Chart not to scale.









## DEPARTURE ROUTE DESCRIPTION

ORMOND BEACH
112.6 OMN = Chan 73
N29°18.20′-W81°06.76′
L-21-23-24, H-8

All aircraft maintain 3000 feet and expect to cross CRG VORTAC at or above 4000 feet. Expect to cross SAWGY INT at or above 12,000 feet. Expect clearance to requested altitude/flight level 10 minutes after departure.

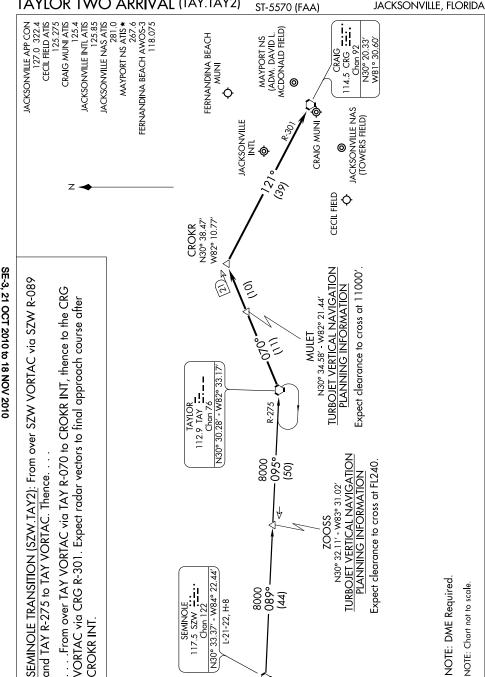
TAKE-OFF ALL RUNWAYS: Cleared as filed. Climb runway heading or as assigned

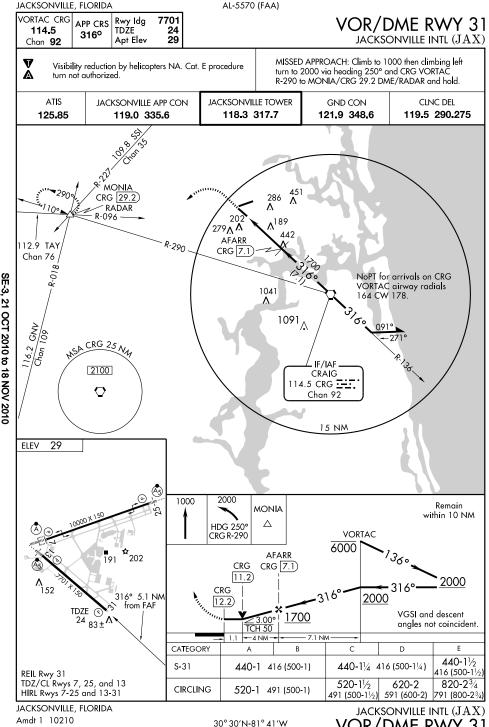
for vectors to join CRG R-140 to SAWGY INT. Then via OMN R-355 to OMN VORTAC.

# SAWGY ONE DEPARTURE (SAWGY1.OMN) 07298

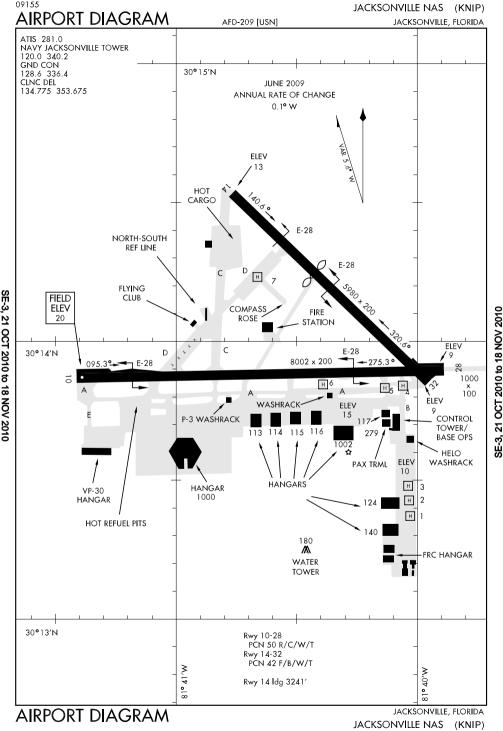
NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010





VOR/DME RWY 31



**FLORIDA** 93 JACKSONVILLE NAS (TOWERS FLD) (NIP)(KNIP) 4 S UTC-5(-4DT)**JACKSONVILLE** N30°14.03′ W81°40.50′ H-8H, 12F, L-21D, 24G, A B NOTAM FILE JAX Not insp. DIAP, AD RWY 10-28: H8002X200 (ASPH) PCN 50 R/C/W/T HIRL CL RWY 10: ALSF1. OLS. REIL. PAPI(P4L). WAVE-OFF. RWY 28: ALSF1. OLS. REIL. PAPI(P4L). WAVE-OFF. RWY 14-32: H5980X200 (ASPH) PCN 42 F/B/W/T HIRL RWY 14: Thid dsplcd 2739'. RWY 32: OLS. REIL. WAVE-OFF. RUNWAY DECLARED DISTANCE INFORMATION RWY 14-LDA-3241 RWY 32: TORA-3241 LDA-3241

ARRESTING GEAR/SYSTEM RWY 10 HOOK E28(B) (1190') RWY 14 HOOK E28 (2984') MILITARY SERVICE: A-GEAR Rwv 10-28 15 minute notice for short fld arrestment. Rwv 32 abort end A-GEAR located

4,751' from apch end. JASU 1(NCPP-105) 2(NC-8) FUEL J5 fuels division for LOX svc, DSN 942-3906, C904-542-3906, Mon-Fri 1300-1930Z‡. Ctc Base OPS for LOX svc

after hrs, weekends, and holidays DSN 942-2511, C904-541-2511.

maintenance, svc and space avbl. Acft stairs and lavatory svc avbl 1100-0200Z‡ daily with 24 hr notice. Ctc Base OPS after hrs for acft stairs or lavatory svc DSN 942-2511, C904-542-2511. Transient aircraft desiring oil samples should contact the Naval Oil Analysis Lab at DSN 942-4031, C904-542-4031. Non-tenant aircraft

classified material storage with NAVCOM TELSTA at DSN 942-3308/3309.

NAVY JACKSONVILLE TOWER 120.0 340.2 307.325 Opr 24 hrs exc holidays.

NAVY JAX OPS 310.2 134.775

Chan 19 NIP (108.2) N30°14.09' W81°40.50' at fld. 20/6W.

N30°12.78′ W81°53.45′

Chan 59(Y) TTS (112.2) at NASA Shuttle Landing Facility. 57/0E.

NOTAM FILE OCF.

**ATIS 281.0** 

desiring hot refueling are required to be sponsored by a local squadron.

Transient jet acft VFR touch and go not authorized. All acft, ctc Base OPS 310.2, 134.775 15 min prior to ldg.

CAUTION To preclude tail hook skip during A-GEAR engagement, avoid Rwy 10-28 centerline lgts located 18

A. Mat areas between Rwy 10-28 and Rwy 14-32 not authorized for acft use. Exercise extreme vigilance during IFR apch Rwy 10 in Visual Meteorlogical Conditions due to General Aviation acft vicinity Cecil Fld. Extreme bird hazard during summer months. Ctc twr for current BASH condition. Skydiving and glider ops. sfc to 10,000', 7 miles NW, in vicinity of Herlong Apt, between SR and SS. Unshielded Igt at ballfield NIP 216/2.4 NM on Rwy 10 apch. IFC PAT Transient jet acft expect rgt tfc Rwy 10. NS ABTMT Departures and full stop landings only Mon-Sat between 0300-1300Z‡ and Sun between 0300-1700Z‡ due to quiet hrs. Departures or full stop landings only between 2200L-0800L Monday-Sunday, and 0900L-1200L on Sundays. Transient jet aircraft are not authorized in the tower pattern. CSTMS/AG/IMG Acft rgr inspection plan arrival between Mon-Fri 1300-2100Z‡. Ctc Base Ops, DSN 924-2511, C904-2511, 48 hr prior to arrival. No inspection outside published hr. MISC Wx observer svc only. Ctc Naval Aviation Forecast Center for wx advisory or wx forecast DSN-564-2594, C757-444-2594. Aircrews are responsible for their on off base transportation. Aircrews coordinate for

NOTAM FILE MLB.

GND CON 128.6 336.4

201°-214° byd 15 NM blo 5,000′

087° 11.3 NM to fld. NOTAM FILE VQQ.

215°-340° byd 20 NM blo 13,000'

FLUID SP LHOX LOX-Rrq 48 hr notice. Ctc

TRAN ALERT Limited transient

MILITARY REMARKS: RSTD Opr 24 hrs exc hol. Ctc Base Ops DSN 942-2511, C904-542-2511 for hol closure.

HOOK E28(B) (1990') RWY 28

1230-1400Z‡. Twy D clsd between flying club and Rwy 10-28. PPR for all aircraft with the exception of locally

based, JOSAC, NALO and AIREVAC aircraft. Contact Base Operations, DSN 942-2511, C904-542-2511, 48 hrs prior to arrival for PPR number. Hung ordnance/Divert Alert-Limited. Limited organic weapons handing capability. inches south of rwy centerline. Maximum safe off-centerline arrestment 40'. Helicopter ldg spots located on Twy

JACKSONVILLE

**JACKSONVILLE** 

H-81, L-24F

L-24F

Rwy 10-28 CLOSED 1000-1230Z‡ for centerline lgt maintenance. Rwy 14 avbl for arrival fixed wing Category A and rotary wing aircraft. Rwy 14 not avbl for ldg between SS and SR. Afld clsd 2nd Wed of each month for afld maintenance from 1230-1400Z‡. Afld clsd 2nd Wed in Jan, Apr, Jul, and Oct for FOD walkdown from

COMMUNICATIONS: SFA

PMSV METRO 343.5

TACAN unusable:

CECIL (H) VORW 117.9

JUMPI N29°03.39′ W82°13.39′

KENDALL-TAMIAMI EXECUTIVE

No NOTAM intermittent onr

015°-035° 106°-114° byd 20 NM

(L) TACAN

ASR/PAR

(H) TACAN

(R) APP/DEP CON 123.8 377.05

CLNC DEL 134.775 353.675

RADIO AIDS TO NAVIGATION: NOTAM FILE NIP.

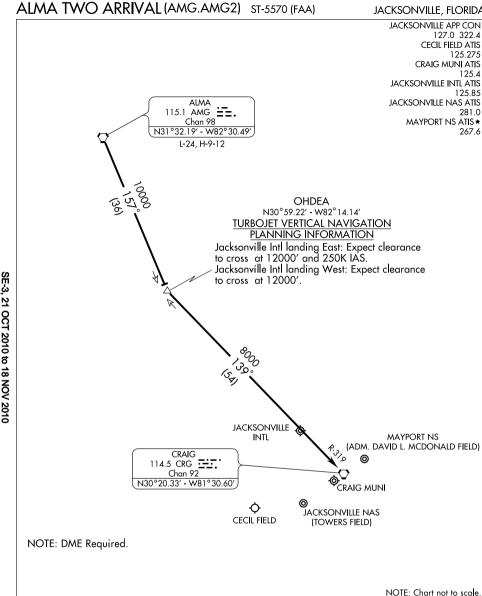
185°-200° bvd 20 NM blo 13.000'

KENNEDY SPACE CENTER N28°37.57′ W80°41.75′

VQQ

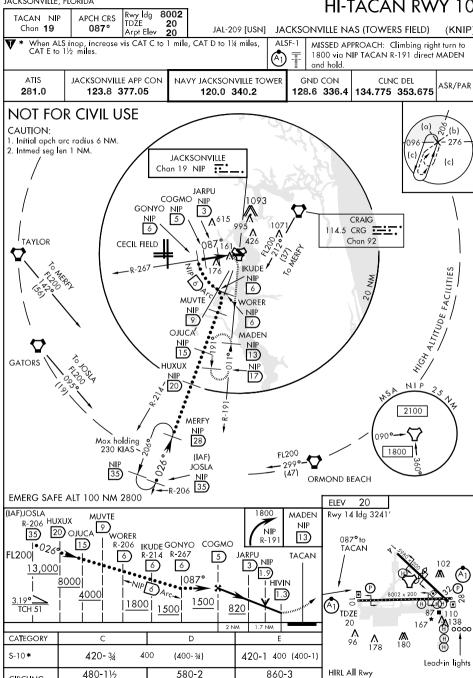
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

NDB (LOM) 423 OC 004° 7.0 NM to Ocala Intl-Jim Taylor Fld.



#### ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.



JACKSONVILLE, FLORIDA

460

(500-11/2)

560

(600-2)

840

JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

(900-3)

REIL Rwy 10-28, 32

SE-3, 21 OCT 2010 to 18 NOV 2010

CIRCLING

580-2

560

(600-2)

JACKSONVILLE, FLORIDA

480-11/2

460

(500-11/2)

30°14′N-81°41′W JACKSONVILLE NAS (TOWERS FIELD)

HIRL All Rwy

REIL Rwy 10-28, 32

860-3

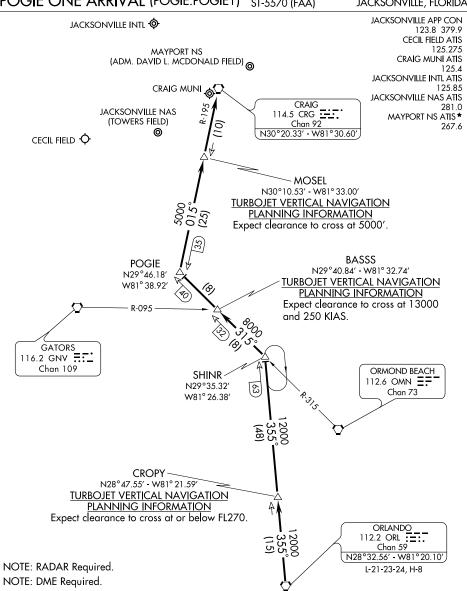
840

(900-3)

(KNIP)

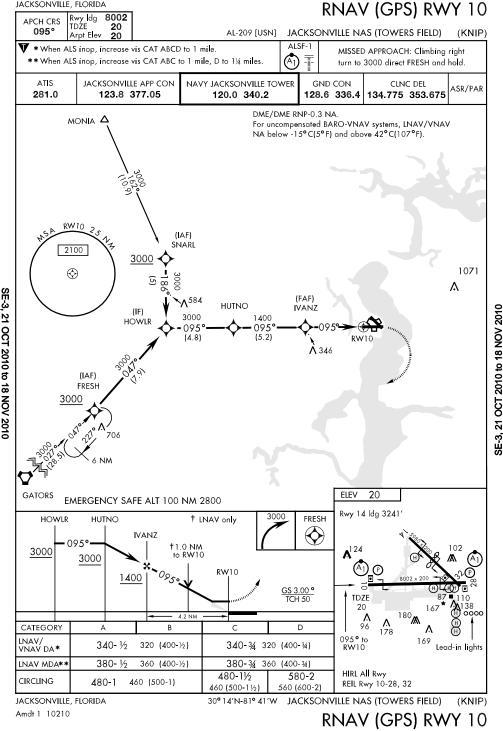
SE-3, 21 OCT 2010 to 18 NOV 2010

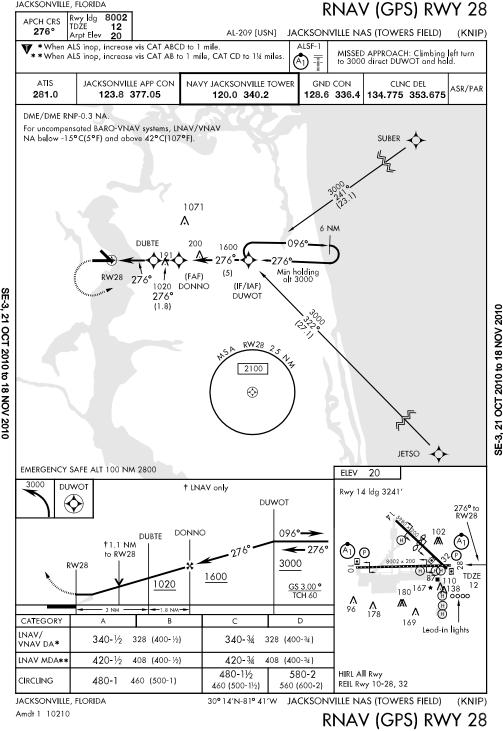
CIRCLING

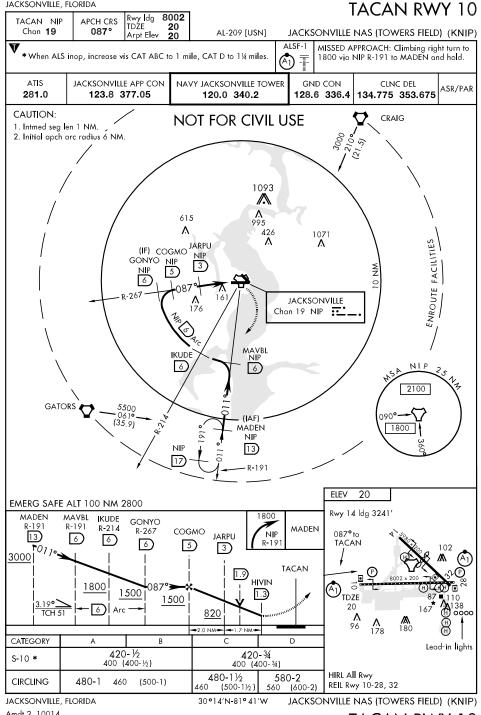


From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

NOTE: Chart not to scale.

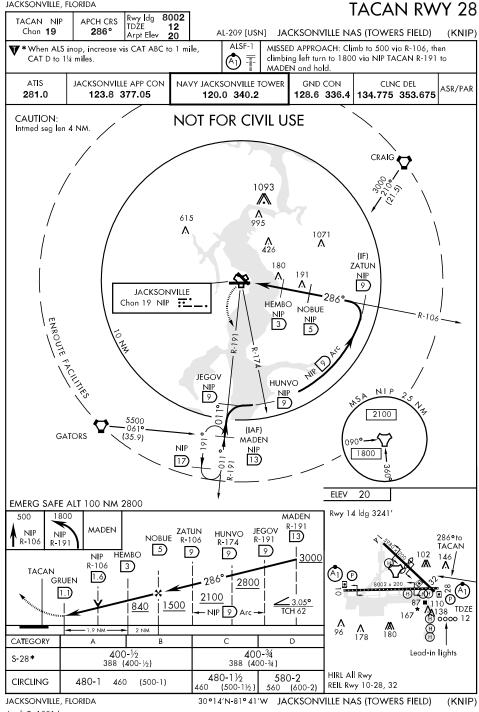






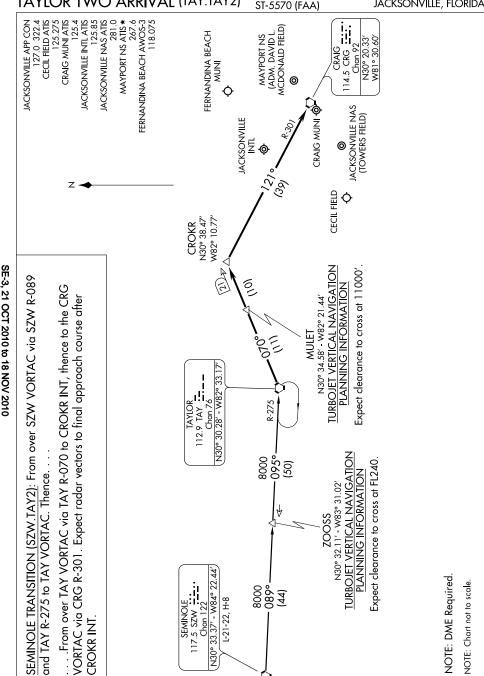
Amdt 2 10014

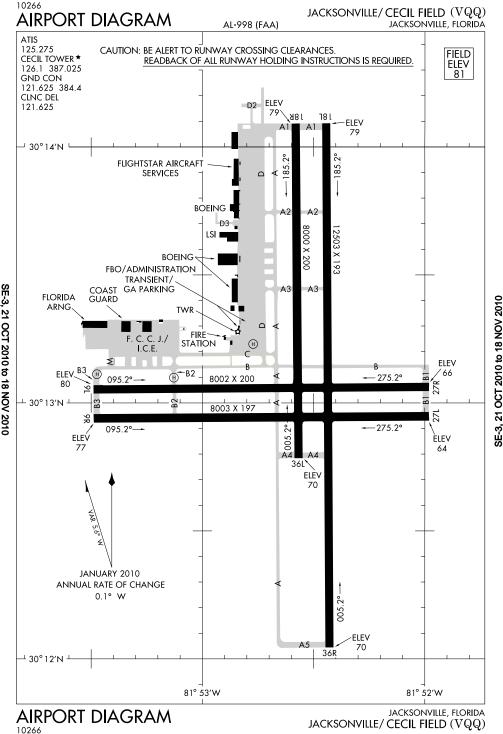
21 OCT 2010 to 18 NOV 2010



Amdt 2 10014

21 OCT 2010 to 18 NOV 2010





FLORIDA

#### **IACKSONVILLE** CECIL FLD

90

(VQQ) 13 SW UTC-5(-4DT) N30°13.12′ W81°52.60′ S4 FUEL 100LL, JET A+ OX 1, 3, 4 TPA—See Remarks NOTAM FILE VOO H-8H, 12F, L-21D, 24G, A 81

RWY 18L-36R: H12503X193 (ASPH-CONC) HIRL

RWY 18L: REIL. PAPI(P4L)-GA 3.0° TCH 80'. Trees. RWY 36R: MALSR, PAPI(P4L)—GA 3.0° TCH 73', Trees.

RWY 09R-27L: H8003X197 (ASPH-CONC) HIRL

RWY 09R: MALSR, PAPI(P4L)—GA 3.0° TCH 77', Trees.

RWY 27L: REIL. PAPI(P4L)-GA 3.0° TCH 72'. Trees. RWY 09L-27R: H8002X200 (ASPH-CONC)

RWY N9I · Trees RWY 27R. Trees

RWY 18R-36L: H8000X200 (ASPH-CONC)

RWY 18R: Trees. RWY 36L: Trees.

AIRPORT REMARKS: Attended 1200-0300Z±, Fuel avbl Mon-Fri 1200-0300Z‡, Sat/Sun 1300-2100Z‡, ctc at 904-317-6550.

Also avbl Mon-Fri 1100-0300Z‡, Sat/Sun 1300-2100Z‡, ctc at 904-777-6675, Rwy 18R-36L hold short rwy sign unlighted, Rwy 09L-27R hold short rwy sign unlighted. Wildlife invof arpt. Twy C clsd at military gate. Twy M clsd except for military acft.

TPA-1081(1000) conventional, 1500(500) jet, Military break not authorized. When twr clsd ACTIVATE HIRL Rwy 18L-36R, HIRL Rwy 09R-27L, REIL Rwy 27L, Rwy 18L and MALSR Rwy 36R and Rwy 09R—CTAF

WEATHER DATA SOURCES: AWOS-3 125.275 (904) 778-6934. COMMUNICATIONS: CTAF 126 1 ATIS 125 275 **IINICOM** 122 95 (R) JACKSONVILLE APP/DEP CON 123.8

TOWER 126.1 (1200-0200Z‡) GND CON 121.625 CLNC DEL 121.625

GCO 121.725 (Jacksonville APP CON and Gainsville FSS)

Chan 32

AIRSPACE: CLASS D svc 1200-0200Z tother times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRG.

I-VQQ

ILS/DME 109.5

CRAIG (H) VORTAC 114.5 CRG Chan 92 N30°20.33′ W81°30.60′ 72° 20.4 NM to fld. 40/03W. HIWAS. (H) VORW 117.9 VOQ N30°12.78′ W81°53.45′ at fld. NOTAM FILE VQQ.

Rwy 36R. Class IB. ILS unmonitored when twr clsd.

**JACKSONVILLE** 

18L 18R

8000 X 200

36L

36R

8003 X 197 ¥

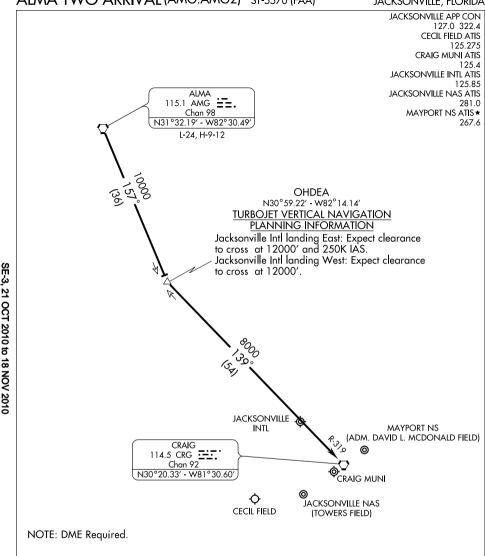
ß

**∨**(H)**→**(H)**∨** 

Rwy 9L-27R: 8002 X 200

IAP. AD

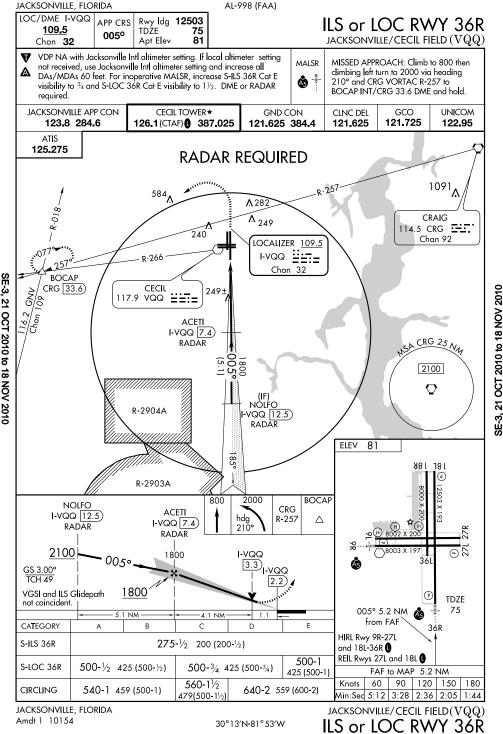
VOR unusable: 056°-064°; 131°-134° and 166°-194° blo 12,000′, 195°-224° blo 5,000′, 291°-295° byd 10 NM blo 4.000', 296°-345° blo 4.000',

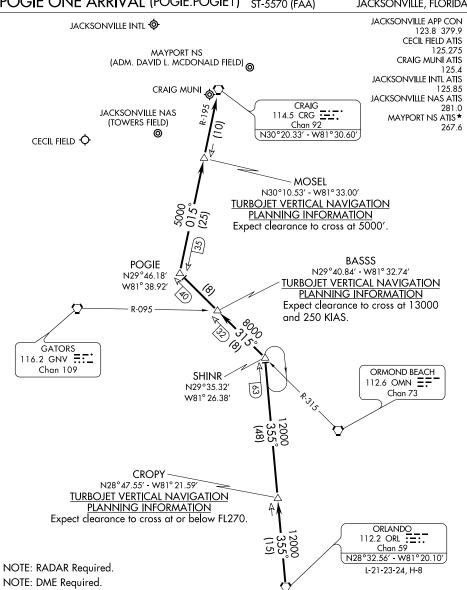


### ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

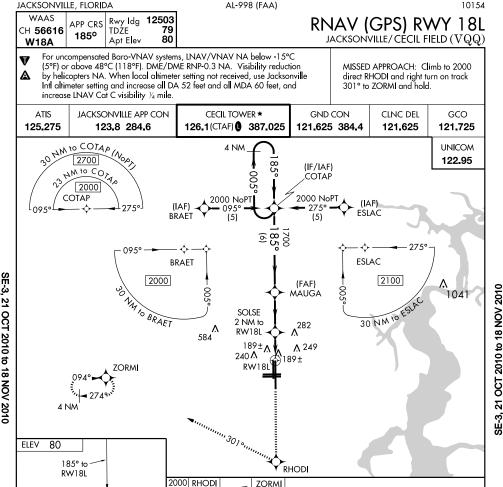
NOTE: Chart not to scale.





From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

NOTE: Chart not to scale.



301°

2 NM -

**SOLSE** 

2 NM to

RW18L

760

- 2.9 NM -

\* LNAV only

CATEGORY

LPV

LNAV/ DA

VNAV

LNAV MDA

**CIRCLING** 

RW18L

DA

REIL Rwys 27L and 18L JACKSONVILLE, FLORIDA

HIRL Rwy 9R-27L and 18L-36R 1

**TDZE** 

79

27R

18*R* 18 L

36R

JACKSONVILLE/CECIL FIELD (VQQ)

C

560-11/2

480 (500-11/2)

COTAP

005°

VGSI and descent

angles not coincident.

Orig 03JUN10

Å

30° 13′N-81° 53′W

540-1 460 (500-1)

MAUGA

1700

185

1700

6 NM

440-1 361 (400-1)

329-1 250 (300-1)

489-1 1/2 410 (500-11/2)

4 NM

Holding Pattern

2000

GS 3.00° TCH 50

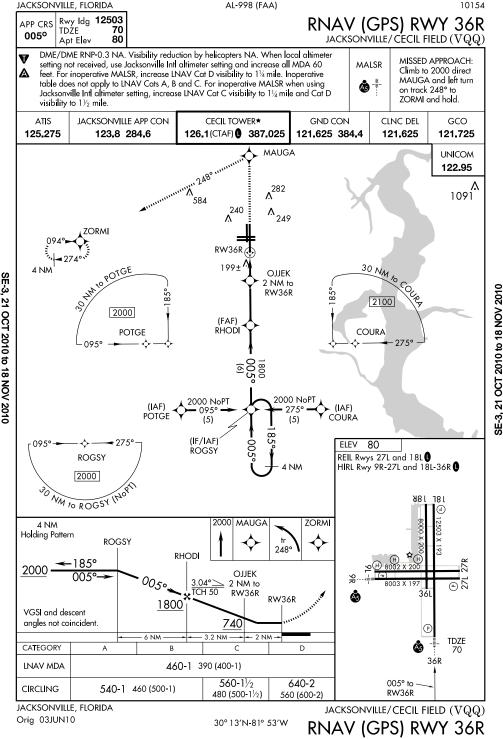
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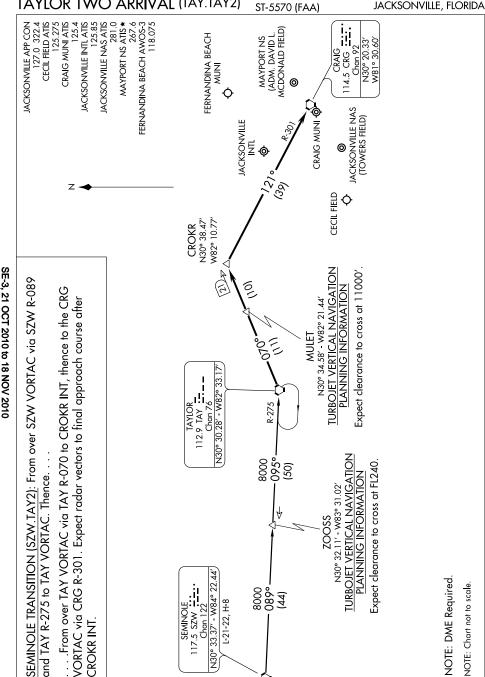
440-11/4

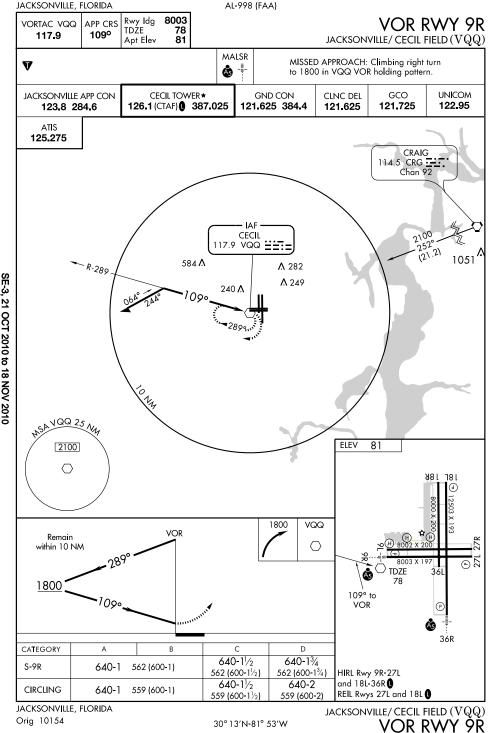
361 (400-11/4)

640-2

560 (600-2)







Orig 10154

144 **FLORIDA** 

RWY 09: REIL, PAPI(P4L)—GA 3.0° TCH 58', Trees.

FUEL Not for public sale, A. J5, J8,

AIRPORT REMARKS: Attended 1300Z‡-dusk. Parachute Jumping. Sky diving activity invof arpt. Infield berm blocking vision between rwy

PVT

MILITARY SERVICE: LGT Rotating bon opr 1200-2300Z‡, except holidays.

24 S

PCN 49 F/A/X/T

(06FA)

WILLIAM P GWINN

NOTAM FILE MIA

RWY 09-27: H7003X150 (ASPH)

28

#### having business with United Technologies Corporation or its divisions. PPR ctc twr C561-775-5450. MISC Helicopter ops. Vertical takeoff up to 3000'. Possible vertical jet turbulence within 2 nm of apch end Rwy 09. COMMUNICATIONS: (R) PAIM REACH APP CON 124 6 317 4 GWINN TWR 120.4 279.25 (Mon-Fri 1300-2100Z±) GND CON 121.65 279.25 PALM BEACH DEP CON As assigned. AIRSPACE: CLASS D Mon-Fri 1300-2100Z tother times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE MIA. PAHOKEE (H) VORTAC 115 4 PHK Chan 101 N26°46 96' W80°41 49' 069° 20.9 NM to fld. 16/0E. HIWAS. WILLISTON MUNI (X6Ø) 2 SW UTC-5(-4DT) N29°21.34′ W82°28.30′ **IACKSONVILLE** 76 B S4 FUEL 100LL, JET A NOTAM FILE GNV H-8H, L-21D, 24G RWY 05-23: H6668X100 (CONC) S-46 MIRL RWY 05: REIL. PAPI(P2L) Tree. RWY 23: REIL. PAPI (P2L)-GA 3.0° TCH 50'. Tree. Rock 🔾 RWY 14-32: H4399X100 (ASPH) S-38 Quarry RWY 14: Thid dsplcd 300'. Trees. RWY 32: Trees. 63

UTC-5(-4DT)

HIRL

FLUID SP MILITARY REMARKS: Attended Mon-Fri 1300-2100Z±, except holidays, RSTD Open only to civilian and military acft

Not insp

N26°54.50′ W80°19.74′

RWY 27: REIL, PAPI(P4L)-GA 3.0°.

C3 C3

JASU (4 Hobart starting units 28.5V/750

ΜΙΔΜΙ

DIAP

IAP

JACKSONVILLE

H-81 1-23C

୍ ଫ୍ଟ୍ର ends. Rwv 14-32 25' shoulders both sides of rwv entire length. G<sup>G</sup> ACTIVATE MIRL Rwy 05-23-CTAF. WEATHER DATA SOURCES: AWOS-3 118.425 (352) 528-9949. 00 COMMUNICATIONS: CTAF/UNICOM 122 8 G. (R) JACKSONVILLE APP/DEP CON 118.6 RADIO AIDS TO NAVIGATION: NOTAM FILE GNV €3 GATORS (L) VORTAC 116.2 GNV Chan 109 N29°41 53' C3 C3 W82°16.38' 211° 22.6 NM to fld. 128/04W. HIWAS. લે હ 000

#### WINTER HAVEN JACK BROWNS SPB (F57) 3 NW UTC-5(-4DT) N28°03.45' W81°45.77' 140 S8 FIIFI 10011 NOTAM FILE PIE

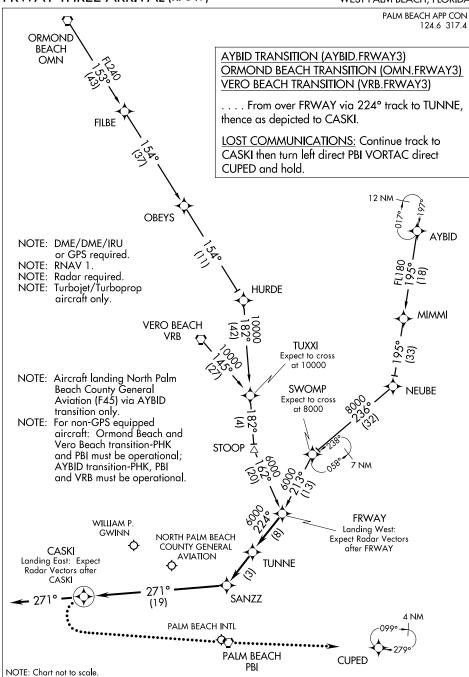
Haven's Gilbert Arpt. Ctc Winter Haven's Gilbert arpt UNICOM 123.05 for boat activity and local tfc. Major power

WATERWAY 01-19: 3600X2200 (WATER)

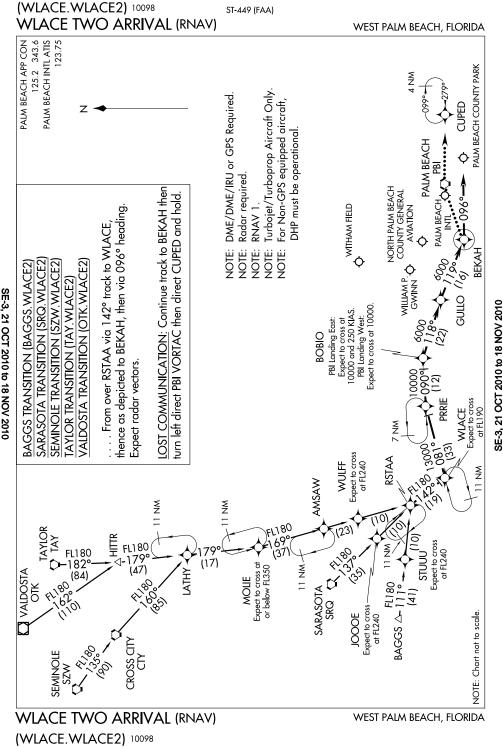
WATERWAY 01: Thid dspicd 1200'. WATERWAY 19: Thid dspicd 1000'.

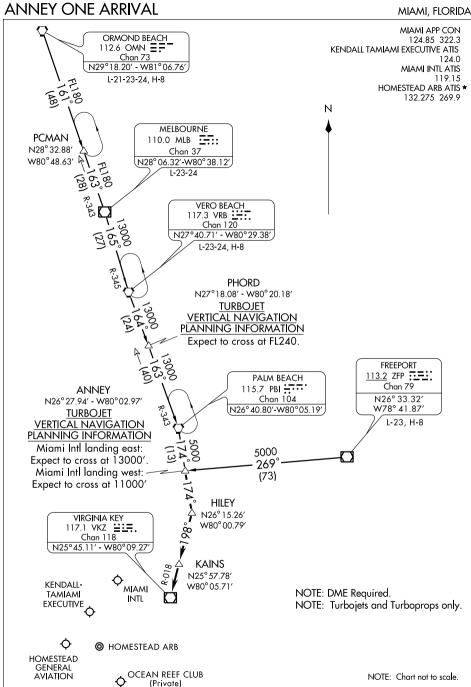
SEAPLANE REMARKS: Attended dalgt hours. Recommended N-S pattern to remain clear of and blo 900' tfc at Winter

plant repairs avbl. COMMUNICATIONS: CTAF 123 05 FRWAY THREE ARRIVAL (RNAV)



#### PALM BEACH APP CON ARRIVAL DESCRIPTION 124.6 317.4 PAIM BEACH INTLATIS 123.75 ORMOND BEACH ORMOND BEACH TRANSITION (OMN.TUXXI1): 112.6 OMN **Ξ Ξ** From over OMN VORTAC via OMN R-147 to HURDE Chan 73 N29°18.20′ INT then via PBI R-359 to STOOP INT thence... W81°06.76′ VERO BEACH TRANSITION (VRB.TUXXI1): L-21-23-24, H-8 From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence... **FILBE** N28°42.14' W80° 40.60′ . . . From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course. **OBEYS** N28°10.51′ - W80°17.94′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL240 HURDE N28°01.51′ W80°11.55′ VERO BEACH 117.3 VRB ::: Chan 120 N27°40.71 W80° 29.38′ L-23-24, H-8 10000 TUXXI N27°19.08′ - W80°08.19′ 143 129) TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at 10,000' NOTE: Turbojets and (38 Turboprops only. NOTE: DME Required. STOOP N27°15.19′ - W80°07.88′ PAHOKEE 115.4 PHK ::: Expect Radar Vectors to Final Approach Chan 101 course. R-047 PALM BEACH WILLIAM P. GWINN 115.7 PBI **∺...** Chan 104 N26°40.80′ W80°05.19′ PALM BEACH INTL PALM BEACH COUNTY PARK BOCA RATON Ó NOTE: Chart not to scale.





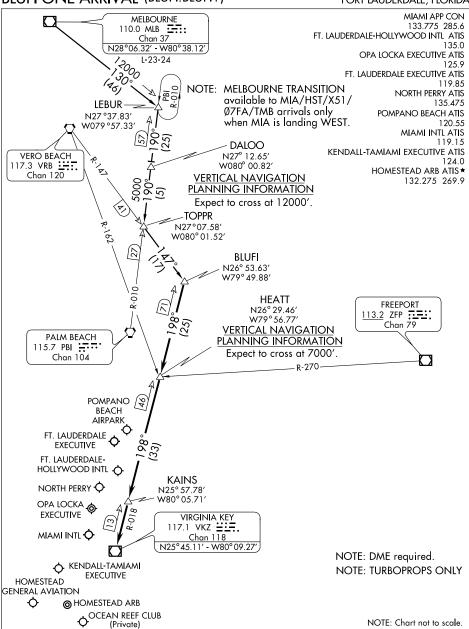
# ANNEY ONE ARRIVAL (ANNEY.ANNEY1)

### ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .

MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . . ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . . VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

... From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

NOTE: RNAV 1. NOTE: Radar required. NOTE: For non-GPS equipped aircraft, EYW

NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.

NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI, FLORIDA

21 OCT 2010 to 18 NOV 2010

# CURSO TWO ARRIVAL (RNAV)

### ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

<u>Landing KPMP:</u> From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

<u>Landing KFXE</u>: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

<u>Landing KFLL</u>: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

<u>Landing KHWO:</u> From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

<u>Landing KOPF:</u> From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

<u>Landing KTMB</u>: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

<u>Landing KHST:</u> From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

## LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.

KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

TURBOJET VERTICAL NAVIGATION

PLANNING INFORMATION

Miami Intl Landing East: Expect

clearance to cross at 10000' and 250K.

Miami Intl Landing West: Expect

clearance to cross at 16000' and 280K.

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . . From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

# CYPRESS FIVE ARRIVAL

NOTE: Aircraft landing OPF:

NOTE: Chart not to scale.

CYPRESS FIVE available

to turbojet aircraft only.

21 OCT 2010 to 18 NOV 2010

SE-3.

OPA-LOCKA

EXECUTIVE

. MAMI

INTL

**HOMESTEAD** 

ര <sup>ARB</sup>

OCEAN REEF CLUB

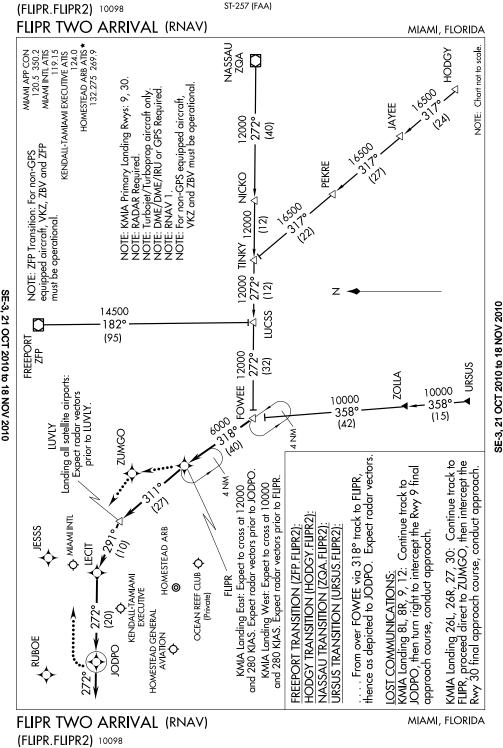
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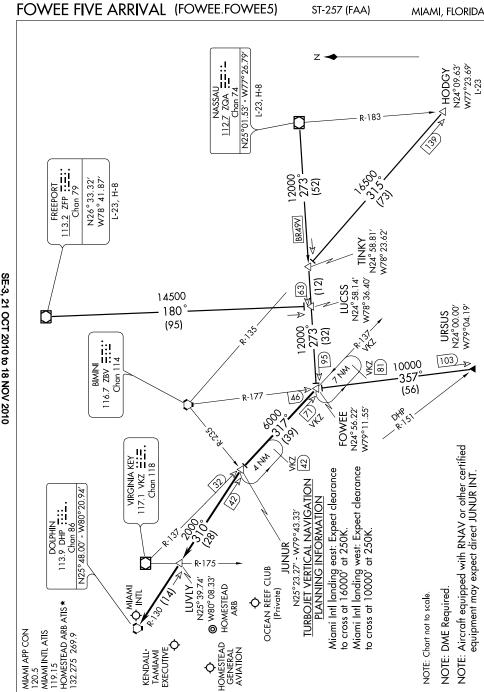
**HOMESTEAD** 

**GENERAL** 

AVIATION

O





**FIVE ARRIVAL** (FOWEE.FOWEE5) MIAMI, FLORIDA

## ARRIVAL DESCRIPTION

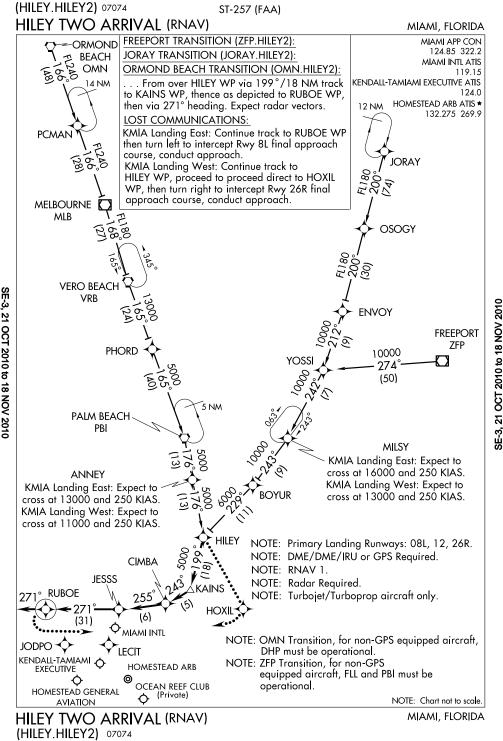
FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT.

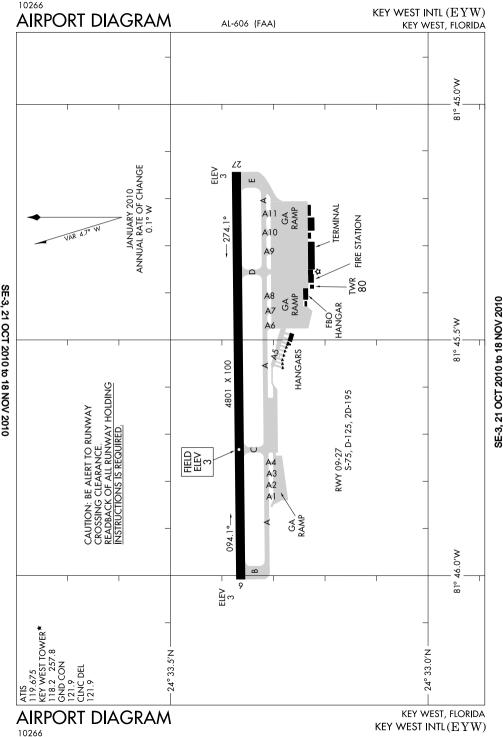
HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . .

NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .

URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . .

. . . From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.





FLORIDA

(3 RWY 23: PAPI(P2L)-GA 3.0° TCH 40'. Trees. RWY 11-29: H4899X75 (ASPH) S-30, D-60 RWY 11: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Trees. 0

FUEL 100LL, JET A TPA-1196(1000)

NOTAM FILE MIA.

3 N UTC-5(-4DT) N29°50.69′ W82°02.85′

MIRL

NOTAM FILE GNV

278° 5.2 NM to Miami Intl. SHUTDOWN.

RWY 29: PAPI(P2L)-GA 3.0° TCH 40'. Trees. AIRPORT REMARKS: Attended 1300-2300Z‡. Self serve aviation gas

(42J)

RWY 05: PAPI(P2L)-GA 3.0° TCH 40'. Trees.

RWY 05-23: H5044X100 (ASPH) S-40, D-80, 2S-102

avbl 24 hrs with credit card. Jet A by appointment. Call 352-473-0031, CAUTION-Animals on and invof arpt, Restricted Area 2903A 1.5 miles Rwy 23 end. Fly left traffic to avoid. Rwy

11-29 restricted by arpt manager to acft 12,500 pounds gross

**KEYES** N25°47.44′ W80°11.65′

S4

NDB (LOM) 248 MI

KEYSTONE HEIGHTS KEYSTONE AIRPARK

94

weight or less. ACTIVATE MIRL Rwy 05-23 and HIRL Rwy 11-29-CTAF. WEATHER DATA SOURCES: AWOS-3 124.275 (352) 473-8273.

COMMUNICATIONS: CTAF/UNICOM 122.7 (R) JACKSONVILLE APP/DEP CON 118.175 (6000' and blo) RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.

GATORS (L) VORTAC 116.2 GNV Chan 109 N29°41.53' W82°16.38' 056° 14.9 NM to fld. 128/04W. HIWAS.

KEY WEST INTL (EYW) 2 E UTC-5(-4DT)

3 B S4 FUEL 100, JET A AOE Class I, ARFF Index B RWY 09-27: H4801X100 (ASPH-GRVD) S-75, D-125, 2D-195 RWY 09: REIL. VASI(V4L)-GA 3.0° TCH 34'. Rgt tfc. RWY 27: REIL. VASI(V4L)-GA 3.0° TCH 34'.

AIRPORT REMARKS: Attended 1200-0400Z‡. Parachute Jumping. CAUTION: Numerous flocks of birds on and in the vicinity of

airport. Departing VFR acft requested to maintain rwy heading until reaching fld boundary, then execute turns for N or S dep. CAUTION—Restricted area R-2916 located 14 NM NE of arpt has strobe-lgtd and marked balloon and cable to 14,000 ft. Extremely

noise sensitive area. Urge no ops 0400-1200Z‡. Use NBAA close in noise abatement procedures other times. Local ordinance rgr engine runups in designated area on N side commercial ramp from 0400-1200Z‡ and fines. PPR for unscheduled air carrier operations with more than 30 passenger seats 0430-1045Z‡; Call arpt manager 305-296-7223. PPR for acft exceeding rwy

weight bearing capacity; call arpt manager 305-296-7223. Intensive military jet tfc S and E of arpt; acft entering arpt tfc area from SE through W. Enter arpt tfc area blo 2000'; refer to MIAMI

VFR Terminal Area Chart for suggested VFR flyway routes. ACTIVATE MIRL Rwy 09-27, VASI/REIL Rwys 09-27-CTAF. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement. WEATHER DATA SOURCES: ASOS 119.65 (305) 292-4046. HIWAS 113.5 EYW.

COMMUNICATIONS: CTAF 118.2 ATIS 119.675 UNICOM 122.95 RC0 122.1R 113.5T (MIAMI RADIO) RC0 123.65 122.2 (MIAMI RADIO)

(R) NAVY KEY WEST APP/DEP CON 124.025 (1200-0300Z‡)

TOWER 118.2 (1200-0200Z±) GND CON 121.9 CLNC DEL 121.9 AIRSPACE: CLASS D svc 1200-0200Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE EYW.

unusable 121°-139°

(H) VORTAC 113.5 EYW Chan 82 N24°35.15′ W81°48.03′ 127° 2.9 NM to fld. 10/01E. HIWAS. VOR unusable 040°-050°, 210°-240°.

FISH HOOK NDB (H) 332 FIS N24°32.90′ W81°47.18′ 076° 1.5 NM to fld.

ASR (1100-0300Z‡) COMM/NAV/WEATHER REMARKS: FSS freqs 123.65 and 122.2 unusable 330°-015° beyond 20 NM below 1500'. VORTAC

Ø €3 €3 æ €3 C3 C3 Ø €3 €3 63

€3

€3

MIAMI

€3

L-23C. A

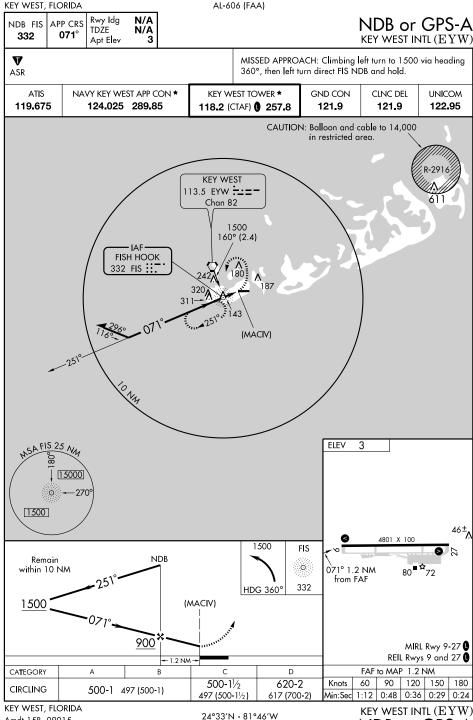
**JACKSONVILLE** 

H-8H, 12F, L-21D, 24G

€3 €3 Ø Crystal Lake €3 N24°33.37′ W81°45.57′ MIAMI NOTAM FILE EYW L-21D, 23C

IAP. AD 03 03 Ø C3 C3 4801 X 100 ′ଜୁଁ ଓ

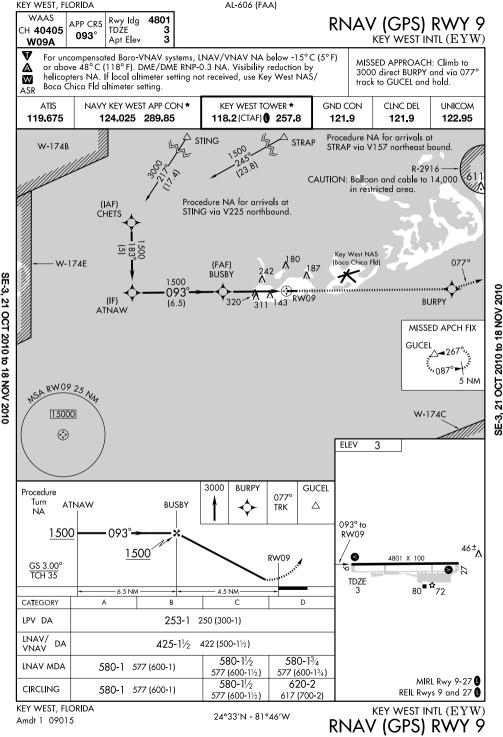
RMIAMI CENTER APP/DEP CON 133.5 (0300-1200Z‡)

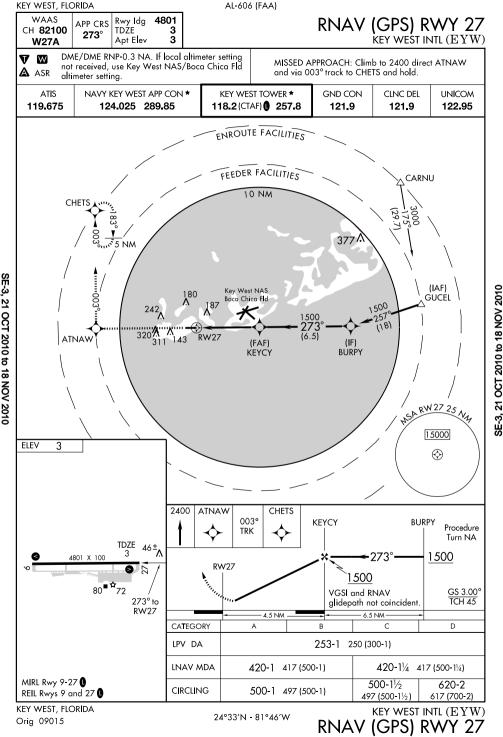


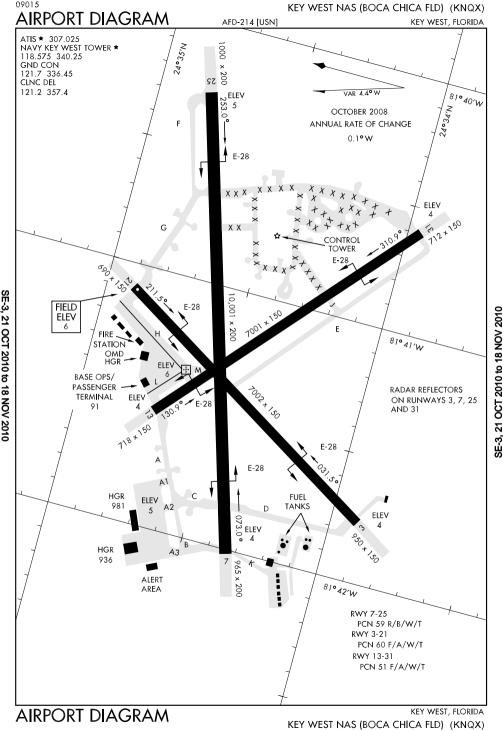
Amdt 15B 09015

SE-3, 21 OCT 2010 to 18 NOV 2010

NDB or GPS-A







**FLORIDA** 95 KEY WEST NAS (BOCA CHICA FLD) (NOX)(KNOX) 4 E UTC-5(-4DT) MIAMI N24°34.55′ W81°41.33′ H-8H. L-23C NOTAM FILE MIA Not insp. DIAP. AD RWY 07-25: H10001X200 (PEM) PCN 59 R/B/W/T HIRL RWY 07: ALSF1. PAPI(P4L)-GA 3.0° TCH 44'. RWY 25: PAPI(P4L)-GA 3.0° TCH 43'. HIRL RWY 03-21: H7002X150 (PEM) PCN 60 F/A/W/T RWY 03: PAPI(P4L)-GA 3.0° TCH 36'. RWY 21: PAPI(P4L)-GA 3.0° TCH 45' RWY 13-31: H7001X150 (PEM) PCN 51 F/A/W/T HIRL RWY 13: PAPI(P4L)-GA 3.0° TCH 46'. RWY 31: PAPI(P4L)-GA 3.0° TCH 45'. ARRESTING GEAR/SYSTEM **RWY 07** → HOOK E28(B) (1500') HOOK E28(B) (1500') ← RWY 25 RWY 03 → HOOK E28(B) (1500') HOOK E28(B) (1200') ← RWY 21 **RWY 13** → HOOK E28(B) (1135') HOOK E28(B) (1500') ← RWY 31 MILITARY SERVICE: A-GEAR All E-28(B) short fld arresting gear in raised position. Except short fld arresting gear duty rwy derigged. JASU (NC-8A) (NCPP-105) FUEL J5 avbl 1100-0300Z‡. FLUID SP ALERT Extensive delay tran servicing. Limited tran maintenance avbl Mon-Fri 1200-2100Z‡. MILITARY REMARKS: Opr 1200-0300Z‡, other times by NOTAM; ctc Base OPS DSN 483-2770, C305-293-2770, fax DSN 483-2771, C305-293-2771. Base OPS not staffed outside fld hr. See FLIP AP/1 Supplementary Arpt Remarks and AP/1A. RSTD PPR ctc Air Terminal DSN 483-2769/2779, C305-293-2769/2779, fax DSN 483-2355, C305-293-2355, Rwy 07 Emerg or Instrument Meteorological Conditions Idg only, PAR, ASR and RNAV (GPS) practice apchs not authorized to Rwy 07. CAUTION Twy D not visible from twr. Unlighted ramp parallel to Twy I. R2916, Tethered Aerostat Radar System, opr continuously up to 14,000'. Key West NAS and Key West Intl have adjacent Class D, intensive civil traffic SW and NW sectors Key West NAS Class D. Bird hazard. Various unmarked/unlighted twy obstructions. IFC PAT Reduced rwy separation standard in effect USN/USMC acft. CSTMS/AG/IMG AvbI weekdays 1300-2200Z‡, except Sat-Sun and holidays. Acft req inspections ctc Base OPS 1 hr prior to arrival. MISC Classified material storage not avbl Base OPS.

COMMUNICATIONS: SFA ATIS 307.025 (1200-0300Z‡)

(R) APP/DEP CON 124.025 126.575 289.85 313.7 (1200-0300Z±), other times ctc R MIAMI CENTER APP/DEP CON 133.5 306.9

**TOWER** 118.575 305.95 340.25 361.25 (1200–0300Z‡) (305.95 Fld Carrier Landing Practice) 336 45 CLNC DEL 121.2 357.4 PMSV METRO 343.5 (1030-2230Z±) BASE OPS 338.15

GND CON 121.7 AIRSPACE: CLASS D svc 1200-0300Z‡ other times Class G. RADIO AIDS TO NAVIGATION: NOTAM FILE EYW.

(H) VORTAC 113.5 EYW Chan 82 N24°35.15′ W81°48.03′ 095° 6.1 NM to fld. 10/1E. HIWAS. VORTAC unusable 121°-139°. VOR unusable 040°-050°, 210°-240°. (H) TACAN Chan 78 NQX (113.1) N24°34.81′ W81°40.95′ at fld. 16/2W. TACAN ident removed 0300-1200Z±.

ASR/PAR (1100-0300Z‡)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

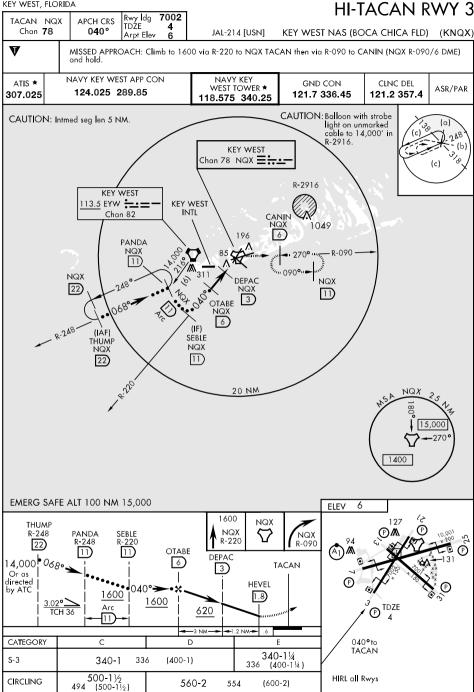
KISSIMMEE GATEWAY (See ORLANDO)

KNIGHT N27°54.50′ W82°27.26′ NOTAM FILE PIE. MIAMI

NDB (MHW) 270 TPF at Peter O Knight, NDB unusable byd 20NM. L-21D. 24F

**KOBRA** N30°51.17′ W86°32.20′ NOTAM FILE CEW. **NEW ORLEANS** NDB (LOM) 201 CE 170° 4.5 NM to Bob Sikes.

LA BELLE N26°49.69′ W81°23.49′ NOTAM FILE MIA MIAMI H-8H, L-21D, 23C (L) VORTAC 110.4 LBV Chan 41 205° 5.2 NM to La Belle Muni. 30/01E. RC0 122 1R 110 4T (MIAMI RADIO)



KEY WEST, FLORIDA

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

Amdt 1 10042

296

560-2

554

KEY WEST, FLORIDA Amdt 1 10042 300-1

500-11/2

494 (500-11/2)

S-31

CIRCLING

21 OCT 2010 to 18 NOV 2010

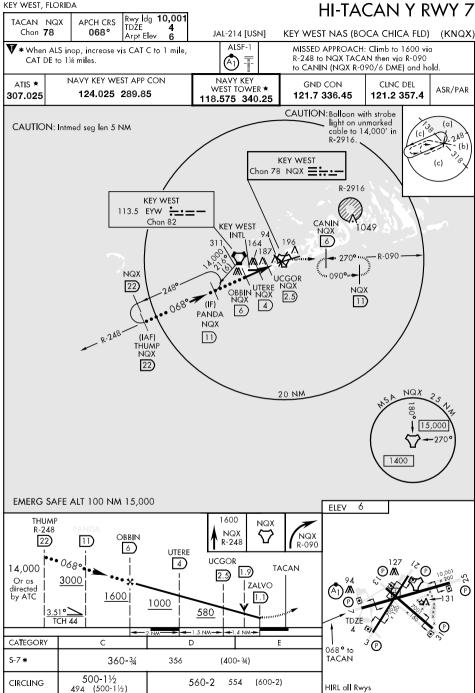
24°34′N-81°41′W KEY WEST NAS (BOCA CHICA FLD) (KNQX)

HIRL all Rwys

(300-1)

(600-2)

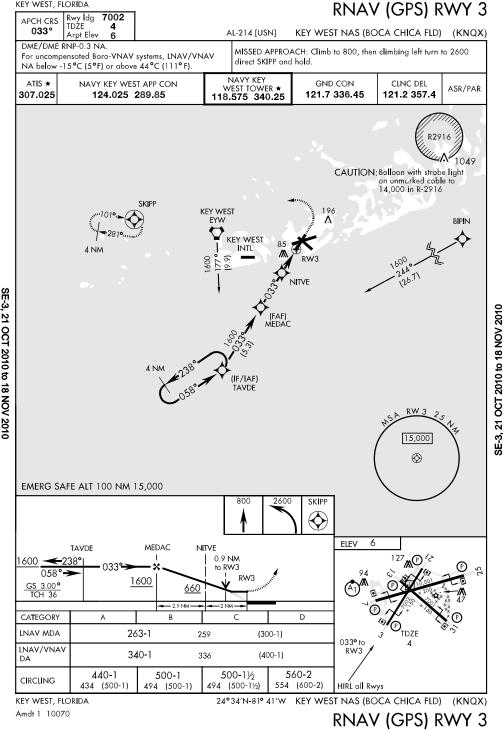
HI-TACAN RWY 31



KEY WEST, FLORIDA

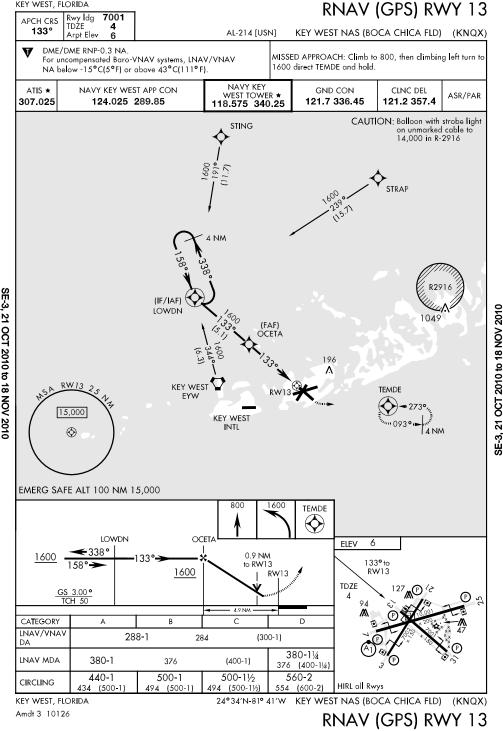
KEY WEST NAS (BOCA CHICA FLD) (KNQX)

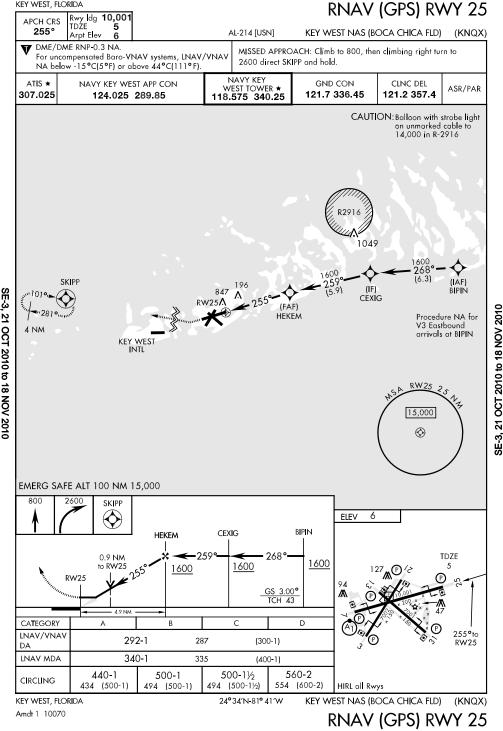
SE-3, 21 OCT 2010 to 18 NOV 2010

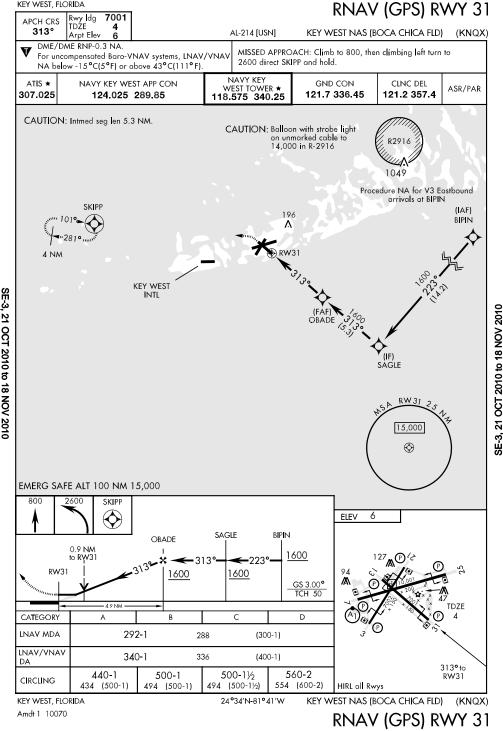


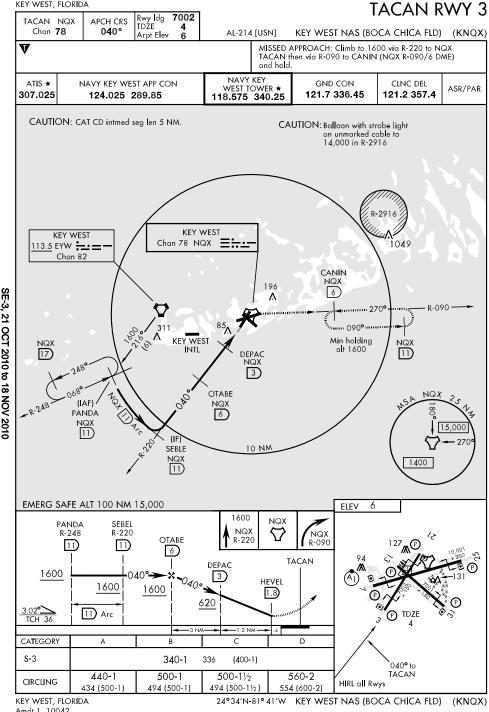
Amdt 3 10126

RNAV (GPS) RWY 7

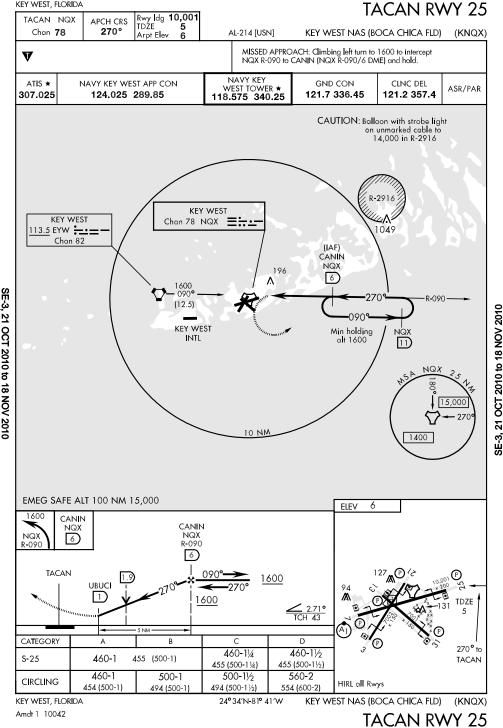


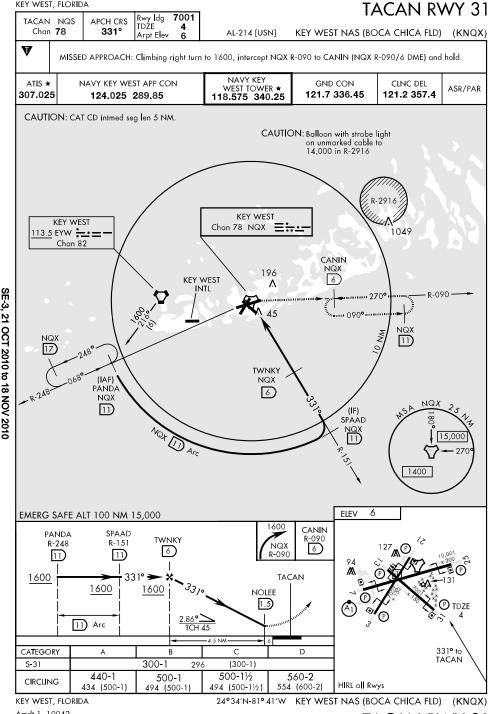




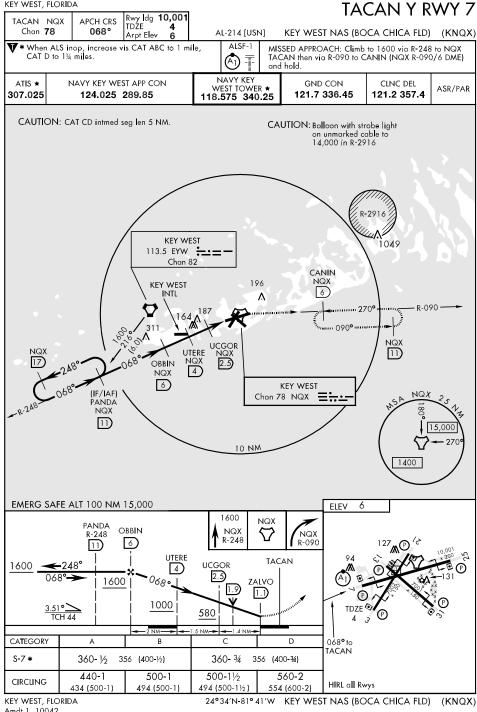


Amdt 1 10042





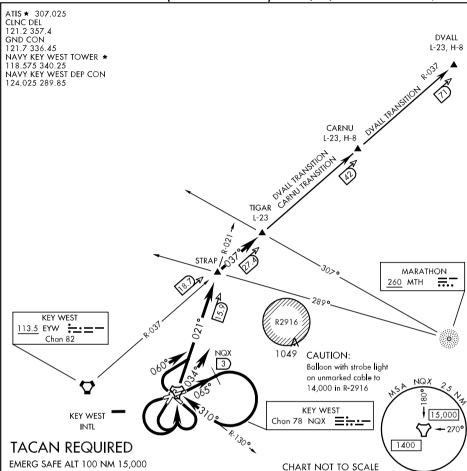
Amdt 1 10042



Amdt 1 10042

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010



### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climb via heading 034° to intercept NQX TACAN R-021, thence...

TAKE-OFF RWY 21, 25: Climbing left turn direct NQX, thence...

TAKE-OFF RWY 31: Climbing right turn to heading 060° to intercept NQX R-021, thence...

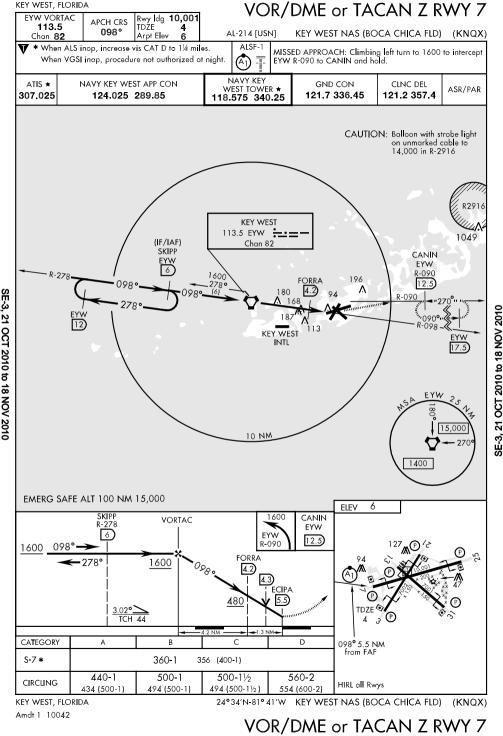
TAKE-OFF RWY 7: Crossing DER climb on heading 065°, passing NQX 3 DME, turn right to intercept R-130 inbound to NQX, thence...

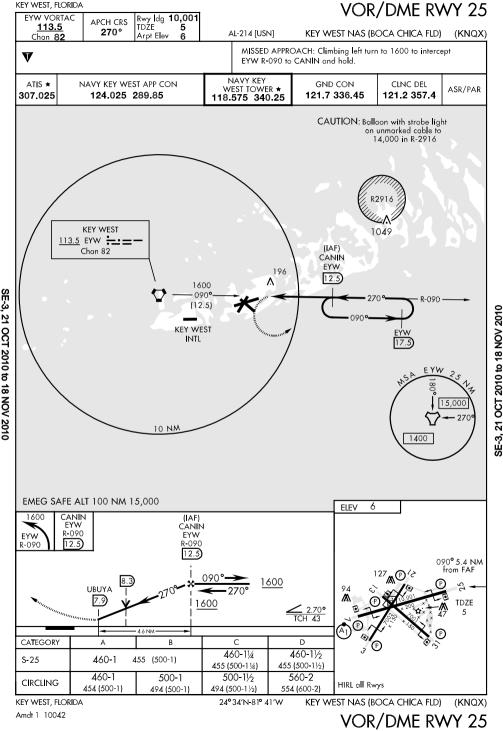
TAKE-OFF RWY 13: Climbing right turn direct NQX, thence...

...via NQX R-021 to STRAP, then via EYW VORTAC R-037 to TIGAR, then via assigned transition or route.

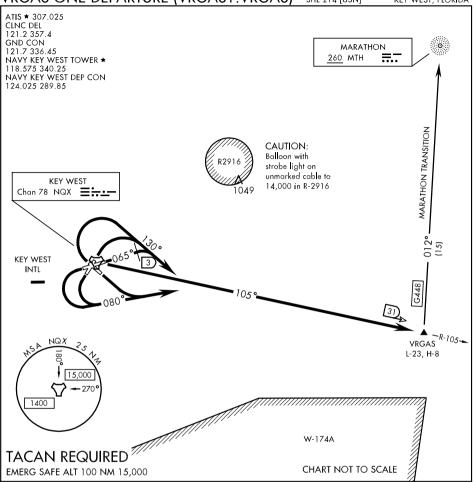
CARNU TRANSITION: via EYW R-037 to CARNU.

DVALL TRANSITION: via EYW R-037 to DVALL.





21 OCT 2010 to 18 NOV 2010



### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3, 31: Climbing right turn to heading 130°, thence...

TAKE-OFF RWY 13, 21, 25: Climbing left turn to heading 080°, thence...

TAKE-OFF RWY 7: Crossing DER climb on heading 065°, passing NQX TACAN 3 DME, turn right to heading 130°, thence...

...intercept NQX R-105 to VRGAS, then via assigned transition or route.

MARATHON TRANSITION (VRGAS1.MTH): Via heading 012° on G448 to MTH NDB.

FLORIDA **KEYES** N25°47.44′ W80°11.65′

94

NDB (LOM) 248 MI

S4

KEYSTONE HEIGHTS KEYSTONE AIRPARK

> €3 352-473-0031, CAUTION-Animals on and invof arpt, Restricted

NOTAM FILE MIA.

278° 5.2 NM to Miami Intl. SHUTDOWN.

FUEL 100LL, JET A TPA-1196(1000)

RWY 29: PAPI(P2L)-GA 3.0° TCH 40'. Trees. AIRPORT REMARKS: Attended 1300-2300Z‡. Self serve aviation gas

3 N UTC-5(-4DT) N29°50.69′ W82°02.85′

MIRL

NOTAM FILE GNV

avbl 24 hrs with credit card. Jet A by appointment. Call Area 2903A 1.5 miles Rwy 23 end. Fly left traffic to avoid. Rwy 11-29 restricted by arpt manager to acft 12,500 pounds gross

weight or less. ACTIVATE MIRL Rwy 05-23 and HIRL Rwy 11-29-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.7

(42J)

RWY 05: PAPI(P2L)-GA 3.0° TCH 40'. Trees.

RWY 23: PAPI(P2L)-GA 3.0° TCH 40'. Trees.

RWY 11-29: H4899X75 (ASPH) S-30, D-60 RWY 11: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Trees.

RWY 05-23: H5044X100 (ASPH) S-40, D-80, 2S-102

WEATHER DATA SOURCES: AWOS-3 124.275 (352) 473-8273. (R) JACKSONVILLE APP/DEP CON 118.175 (6000' and blo)

RADIO AIDS TO NAVIGATION: NOTAM FILE GNV. GATORS (L) VORTAC 116.2 GNV Chan 109 N29°41.53' W82°16.38' 056° 14.9 NM to fld. 128/04W. HIWAS.

KEY WEST INTL (EYW) 2 E UTC-5(-4DT) 3 B S4 FUEL 100, JET A AOE Class I, ARFF Index B RWY 09-27: H4801X100 (ASPH-GRVD) S-75, D-125, 2D-195 RWY 09: REIL. VASI(V4L)-GA 3.0° TCH 34'. Rgt tfc.

RWY 27: REIL. VASI(V4L)-GA 3.0° TCH 34'. AIRPORT REMARKS: Attended 1200-0400Z‡. Parachute Jumping. CAUTION: Numerous flocks of birds on and in the vicinity of

airport. Departing VFR acft requested to maintain rwy heading until reaching fld boundary, then execute turns for N or S dep. CAUTION—Restricted area R-2916 located 14 NM NE of arpt has

noise sensitive area. Urge no ops 0400-1200Z‡. Use NBAA close in noise abatement procedures other times. Local ordinance rgr engine runups in designated area on N side commercial ramp from 0400-1200Z‡ and fines. PPR for unscheduled air carrier operations with more than 30 passenger seats 0430-1045Z‡; Call arpt manager 305-296-7223. PPR for acft exceeding rwy

weight bearing capacity; call arpt manager 305-296-7223.

from SE through W. Enter arpt tfc area blo 2000'; refer to MIAMI

ATIS 119.675

(H) VORTAC 113.5 EYW Chan 82 N24°35.15′ W81°48.03′

VFR Terminal Area Chart for suggested VFR flyway routes. ACTIVATE MIRL Rwy 09-27, VASI/REIL Rwys 09-27-CTAF. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement. WEATHER DATA SOURCES: ASOS 119.65 (305) 292-4046. HIWAS 113.5 EYW.

RC0 122.1R 113.5T (MIAMI RADIO) RCO 123.65 122.2 (MIAMI RADIO)

(R) NAVY KEY WEST APP/DEP CON 124.025 (1200-0300Z‡) TOWER 118.2 (1200-0200Z±)

COMMUNICATIONS: CTAF 118.2

unusable 121°-139°

GND CON 121.9 CLNC DEL 121.9 AIRSPACE: CLASS D svc 1200-0200Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE EYW.

HIWAS. VOR unusable 040°-050°, 210°-240°. FISH HOOK NDB (H) 332 FIS N24°32.90′ W81°47.18′ 076° 1.5 NM to fld.

UNICOM 122.95

ASR (1100-0300Z‡) COMM/NAV/WEATHER REMARKS: FSS freqs 123.65 and 122.2 unusable 330°-015° beyond 20 NM below 1500'. VORTAC

(3 €3 €3 €3 Ø 0 €3 æ €3 C3 C3 €3 €3 €3 63 €3 €3 Ø Crystal Lake €3

MIAMI

L-23C. A

**JACKSONVILLE** 

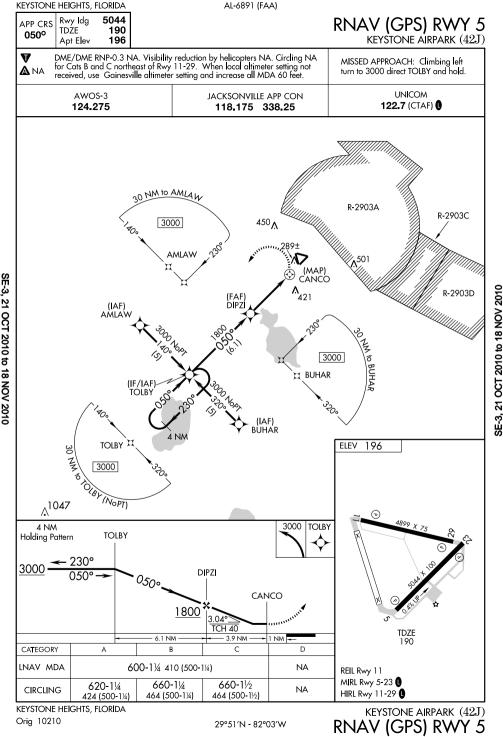
H-8H, 12F, L-21D, 24G

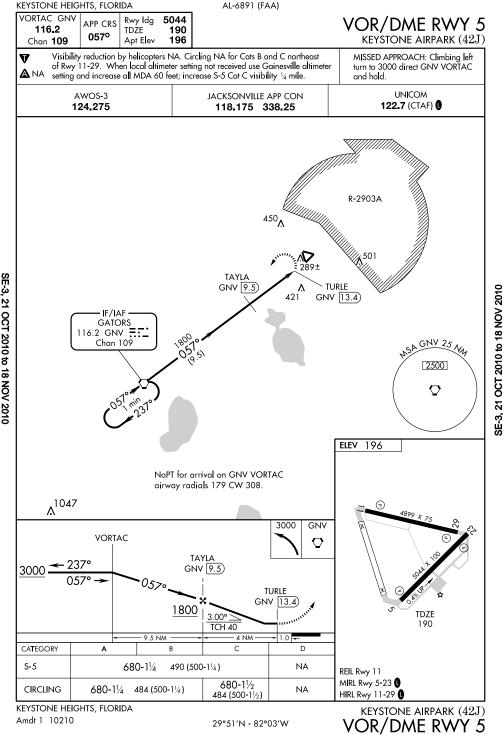
N24°33.37′ W81°45.57′ MIAMI NOTAM FILE EYW L-21D, 23C

IAP. AD strobe-lgtd and marked balloon and cable to 14,000 ft. Extremely 03 03 Ø C3 C3 4801 X 100 ′ଜୁଁ ଓ Intensive military jet tfc S and E of arpt; acft entering arpt tfc area

RMIAMI CENTER APP/DEP CON 133.5 (0300-1200Z‡)

127° 2.9 NM to fld. 10/01E.





96 **FLORIDA** IA RELLE MIINI 1 S UTC-5(-4DT) N26°44.44′ W81°25.70′ (X14)

> RWY 14: REIL, PAPI(P4R)—GA 3.0° TCH 40', Thid dspicd 350', Road, RWY 32: REIL, PAPI(P4L)—GA 3.0° TCH 40', Thid dspicd 129'.

AIRPORT REMARKS: Attended 1300-2200Z‡. Fuel avbl 24 hrs by credit

card. Tkf and ldg on turf area are done so at pilot's own risk. ACTIVATE MIRL Rwv 14-32, PAPI Rwv 14 and Rwv 32, REIL Rwv

NOTAM FILE MIA

## (L) VORTAC 110.4 LBV Chan 41 N26°49.69'

20 B S4 **FUEL** 100LL. JET A

RWY 14-32: H5254X75 (ASPH) MIRL

14 and Rwy 32-CTAF. COMMUNICATIONS: CTAF/UNICOM 122 8

P\_line

RC0 122.1R 110.4T (MIAMI RADIO) R FORT MYERS APP/DEP CON 126.8 (1100-0500Z‡) (R) MIAMI CENTER APP/DEP CON 134.75 (0500-1100Z±) RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.

W81°23.49' 200° 5.6 NM to fld. 30/01E.

LAKE CITY MUNI (LCO) 3 E UTC-5(-4DT) N30°10.92′ W82°34.61′ 201 B S4 FUEL 100LL, JET A NOTAM FILE GNV RWY 10-28: H8003X150 (ASPH) S-75, D-105, 2D-250 MIRL

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JACKSONVILLE H-8H. 12F. L-21D. 24G IAP Rwy 10-28: 8003 X 150 (3 **43** €3 ദേദ

RWY 28: REIL, PAPI(P2L), Trees, Rgt tfc. RWY 05-23: H4000X75 (ASPH) RWY 05: Trees.

RWY 10: PAPI(P2L). Trees.

RWY 23: Tree. AIRPORT REMARKS: Attended 1300-2300Z‡. Arpt attended other times

by NOTAM. Unlit 60 ft poles on movement area. Helicopters advised to taxi on paved areas only. ACTIVATE MIRL Rwys 05-23 and 10-28 and PAPI Rwv 10 and Rwv 28 and REIL Rwv 28-122.7. WEATHER DATA SOURCES: AWOS-3 120.675 (386) 754-9366. COMMUNICATIONS: CTAF 119.2 UNICOM 122.7

RCO 122.6 (GAINESVILLE RADIO) R JAX CENTER APP/DEP CON 125.375

TOWER 119.2 (1300-2130Z‡ Mon-Fri) GND CON 121.9 RADIO AIDS TO NAVIGATION: NOTAM FILE GNV. TAYLOR (H) VORTAC 112.9 TAY Chan 76 N30°30.28'

W82°33.18' 187° 19.4 NM to fld. 140/03W. NDB (MHW) 204 LCO N30°11.12′ W82°34.72′ at fld. NDB

unmonitored 2200-12007±. COMM/NAY/WEATHER REMARKS: Twr may be open at other than published hrs monitor CTAF at all times

LAKELAND SOUTH LAKELAND

(X49)

NOTAM FILE PIE RWY 14-32: 3115X100 (TURF)

RWY 14: Road. Trees. Rgt tfc.

COMMUNICATIONS: CTAF 122.9

RWY 32: Trees. AIRPORT REMARKS: Attended Sat-Sun 1200-dusk. Parachute jumping and ultralight activity on invof arpt. No powered

1 S UTC-5(-4DT) N27°56.00′ W82°02.64′

parachute or gyro ops without written permission from arpt owner. Thlds marked with 3 white buckets perpendicular to centerline. Arpt has no nighttime ops. Turf rwys may hold water after rain.

MIAMI

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ΜΙΔΜΙ H-8H, L-21D, 23C

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A NA <sup>452</sup>∧ 20 **ELEV** Rwy 14 ldg 4904' Rwy 32 ldg 5125' (IAF) (IAF) FORTL winco 2000 **PUNAE** UTELE 4 NM 358° Holding Pattern TIRTE Δ TRK **UROLE** RW32 1900 3.05° TCH 40 TDZE 5.7 NM 20 6.7 NM В CATEGORY Α 480-11/2 480-11/4 322° to LNAV MDA 480-1 460 (500-1) RW32 460 (500-11/4) 460 (500-11/2) MIRL Rwy 14-32 0 580-11/2 800-21/2 CIRCLING 580-1 560 (600-1) REIL Rwys 14 and 32 0 560 (600-11/2) 780 (800-21/2) LA BELLE, FLORIDA LA BELLE MUNI (X14)

Orig 08045

RNAV (GPS) RW

96 **FLORIDA** IA RELLE MIINI 1 S UTC-5(-4DT) N26°44.44′ W81°25.70′ (X14)

RWY 32: REIL, PAPI(P4L)—GA 3.0° TCH 40', Thid dspicd 129'.

AIRPORT REMARKS: Attended 1300-2200Z‡. Fuel avbl 24 hrs by credit

card. Tkf and ldg on turf area are done so at pilot's own risk. ACTIVATE MIRL Rwv 14-32, PAPI Rwv 14 and Rwv 32, REIL Rwv

NOTAM FILE MIA

RADIO AIDS TO NAVIGATION: NOTAM FILE MIA. (L) VORTAC 110.4 LBV Chan 41 N26°49.69'

(LCO)

RWY 28: REIL, PAPI(P2L), Trees, Rgt tfc. RWY 05-23: H4000X75 (ASPH)

COMMUNICATIONS: CTAF 119.2 UNICOM 122.7 RCO 122.6 (GAINESVILLE RADIO) R JAX CENTER APP/DEP CON 125.375

RWY 10: PAPI(P2L). Trees.

W81°23.49' 200° 5.6 NM to fld. 30/01E.

3 E

RWY 10-28: H8003X150 (ASPH) S-75, D-105, 2D-250

RWY 23: Tree.

AIRPORT REMARKS: Attended 1300-2300Z‡. Arpt attended other times

advised to taxi on paved areas only. ACTIVATE MIRL Rwys 05-23

by NOTAM. Unlit 60 ft poles on movement area. Helicopters

FUEL 100LL, JET A NOTAM FILE GNV

MIRL

20 B S4 **FUEL** 100LL. JET A

RWY 14-32: H5254X75 (ASPH) MIRL

14 and Rwy 32-CTAF. COMMUNICATIONS: CTAF/UNICOM 122 8 RC0 122.1R 110.4T (MIAMI RADIO) R FORT MYERS APP/DEP CON 126.8 (1100-0500Z‡) (R) MIAMI CENTER APP/DEP CON 134.75 (0500-1100Z±)

P\_line

LAKE CITY MUNI

201 B S4

RWY 05: Trees.

and 10-28 and PAPI Rwv 10 and Rwv 28 and REIL Rwv 28-122.7. WEATHER DATA SOURCES: AWOS-3 120.675 (386) 754-9366.

TOWER 119.2 (1300-2130Z‡ Mon-Fri) GND CON 121.9 RADIO AIDS TO NAVIGATION: NOTAM FILE GNV. TAYLOR (H) VORTAC 112.9 TAY Chan 76 N30°30.28' W82°33.18' 187° 19.4 NM to fld. 140/03W.

NDB (MHW) 204 LCO N30°11.12′ W82°34.72′ at fld. NDB unmonitored 2200-12007±.

COMM/NAY/WEATHER REMARKS: Twr may be open at other than published hrs monitor CTAF at all times

**LAKELAND** SOUTH LAKELAND

RWY 14: REIL, PAPI(P4R)—GA 3.0° TCH 40', Thid dspicd 350', Road, ß a a a a ß **...** 03 03 Œ €3 a a **3** 3 UTC-5(-4DT) N30°10.92′ W82°34.61′ JACKSONVILLE

ΜΙΔΜΙ H-8H, L-21D, 23C

ΙΔΡ

MIAMI

H-8H. 12F. L-21D. 24G IAP Rwy 10-28: 8003 X 150 (3 **43** €3 ദേദ €3 €3

# (X49)

NOTAM FILE PIE

RWY 14-32: 3115X100 (TURF)

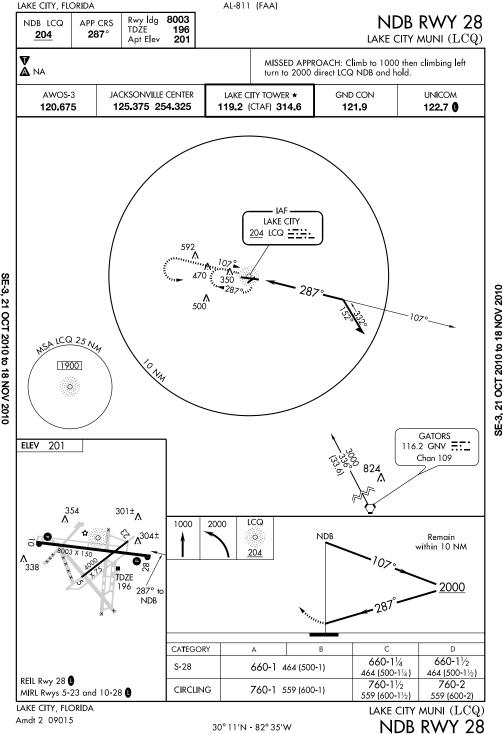
RWY 14: Road. Trees. Rgt tfc.

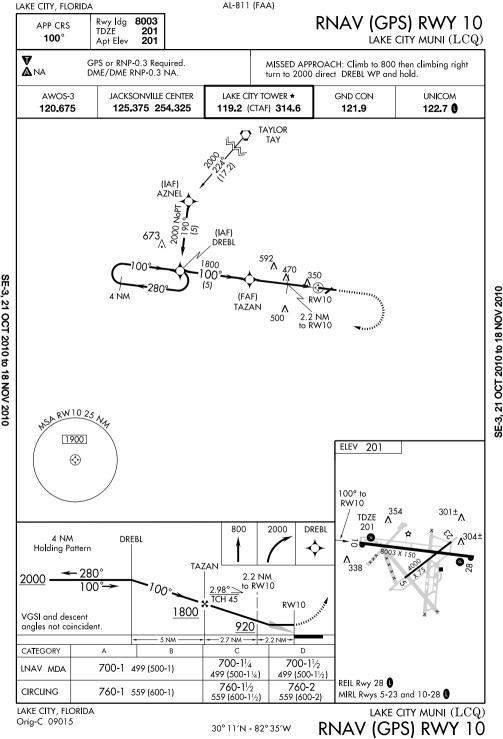
AIRPORT REMARKS: Attended Sat-Sun 1200-dusk. Parachute jumping and ultralight activity on invof arpt. No powered

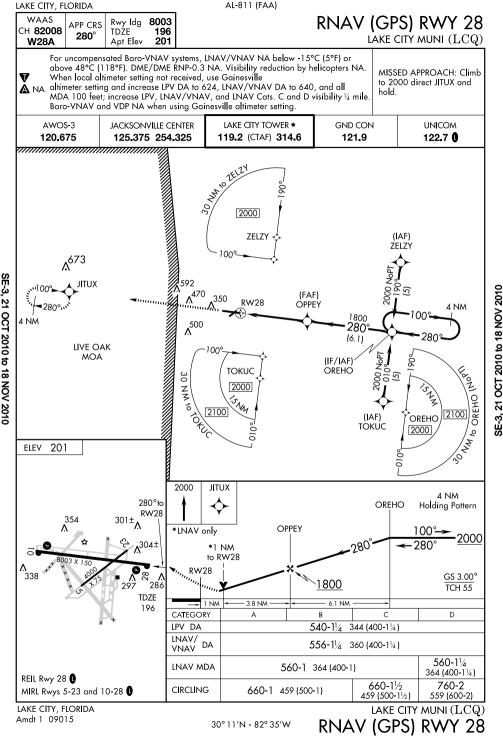
parachute or gyro ops without written permission from arpt owner. Thlds marked with 3 white buckets perpendicular to centerline. Arpt has no nighttime ops. Turf rwys may hold water after rain. COMMUNICATIONS: CTAF 122.9

RWY 32: Trees.

1 S UTC-5(-4DT) N27°56.00′ W82°02.64′







FLORIDA LAKE WALES MUNI (XØ7) 2 W UTC-5(-4DT) N27°53.63' W81°37.22'

127 B S4 FUEL 100LL, JET A NOTAM FILE PIE

RWY 17-35: H3999X75 (ASPH) S-15 RWY 17: PAPI(P2L)-GA 3.37° TCH 45'. Tree.

RWY 06-24: H3999X100 (ASPH) S-15 RWY 06: PAPI (P4R)-GA 3.0° TCH 40'. Tree.

RWY 24: PAPI (P4L)-GA 3.0° TCH 40'. Tree. AIRPORT REMARKS: Attended 1400-2200Z‡. No svcs avbl. Parachute

RWY 35: PAPI(P2L)-GA 3.0° TCH 40'. Brush.

Jumping. Ultralight activity on and invof arpt. Rwy 06-24 1600' NE

98

CLOSED indef. Rwy 06-24 cracking with grass growing through

cracks. Rwy 17 93' terrain drop at EOR. Rwy 35 114' terrain drop at EOR. Rwy 17 4' fence 205' from rwy end at rwy height. Trees in transitional surface Rwy 17; apch W of rwy. MIRL Rwy 06-24 ops

dusk-0400Z±: after 0400Z±-Key CTAF 7 times. For PAPI Rwy 06-key, CTAF 3 times; Rwy 24-key CTAF 5 times. Rwy Igts must be turned on before PAPI can be activated.

WEATHER DATA SOURCES: AWOS-3 124.225 (863) 678-1334. COMMUNICATIONS: CTAF/UNICOM 122.8 TAMPA APP/DEP CON 120.65

RADIO AIDS TO NAVIGATION: NOTAM FILE LAL. LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17' W82°00.83' 104° 21.6 NM to fld. 135/01E.

**LEE CO** N26°31.79′ W81°46.55′ NOTAM FILE RSW.

(L) VORTAC 111.8 RSW Chan 55 073° 1.2 NM to Southwest Florida Intl. 23/02W. HIWAS. H-8H, L-21D, 23A, 23B

LEESBURG INTL 3 NE UTC-5(-4DT) N28°49.37' W81°48.51' (LEE)

S4 FUEL 100LL, JET A NOTAM FILE LEE RWY 13-31: H6300X100 (ASPH) D-60 PCN 21 F/B/X/U RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Dsplcd thid 300'. Tree.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Dsplcd thid 400'. Brush. RWY 03-21: H4957X100 (ASPH) S-21 PCN 10 F/B/Y/U MIRL RWY 03: PAPI(P2L). Brush.

13-31, Rwy 13-31 has 25' payed shoulders either side, MIRL

RWY 21: PAPI(P2L). Thid dsplcd 310'. Road. AIRPORT REMARKS: Attended 1200-0000Z‡. Fuel 24 hr self svc. Extensive bird activity invof arpt. Tree along SW side of Rwy

Rwy 03-21 and Rwy 13-31, PAPI Rwy 03, Rwy 21, Rwy 13, and Rwy 31 and twy Igts opr dusk-0300Z‡, after 0300Z‡ ACTIVATE-CTAF.

WEATHER DATA SOURCES: ASOS 134.325 (352) 787-1565. COMMUNICATIONS: CTAF 119.35 UNICOM 122.725 R ORLANDO APP CON 121.1 ORLANDO DEP CON 121.1

TOWER 119.35 (1200-0000Z‡) GND CON 121.725 GCO 121.725 (ORLANDO CLNC) AIRSPACE: CLASS D svc 1200-0000Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORL. ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ 304° 30.0 NM to fld. 102/00E. HIWAS.

NDB (MHW) 335 LEE N28°49.09' W81°48.44' at fld. NOTAM FILE LEE.

## LIVE OAK SUWANNEE CO

(24J) 2 W UTC-5(-4DT) N30°18.01′ W83°01.48′ S4

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L-21D, 24F

IAP

MIAMI

IAP. AD

JACKSONVILLE

H-8H, L-21D, 24F

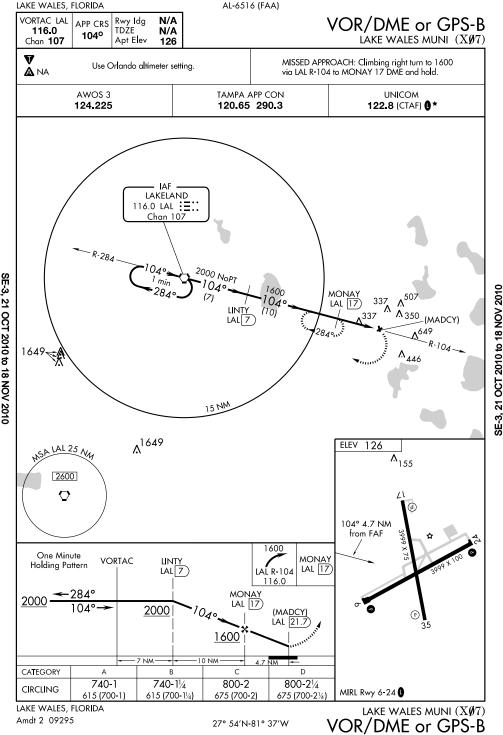
JACKSONVILLE L-21D, 24G

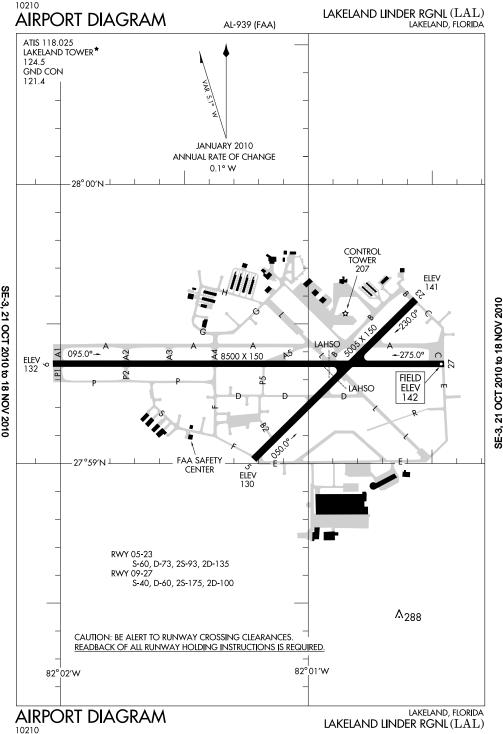
FUEL 100LL TPA-See Remarks NOTAM FILE GNV RWY 07-25: H4037X75 (ASPH) S-20 MIRL RWY 07: REIL. PAPI(P2L). Trees.

RWY 25: REIL. PAPI(P2L). Trees. Rgt tfc. AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z‡. TPA-1300 (1196) propeller acft 1800 (1696) turbojet acft. ACTIVATE REIL and PAPI Rwy 07 and Rwy 25 and MIRL Rwy 07-25-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.225 (386) 362-1731. COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.

TAYLOR (H) VORTAC 112 9 TAY Chan 76 N30°30 28' W82°33 18' 247° 27 4 NM to fld 103/03W





**FLORIDA** 

(3)

LAKELAND LINDER RGNL (LAL) 4 SW UTC-5(-4DT) N27°59.34′ W82°01.11′ 142 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE LAL RWY 09-27: H8500X150 (ASPH-GRVD) S-40, D-60, 2S-175, 2D-100

RWY 09: PAPI(P4L)-GA 3.0° TCH 45'. Trees. RWY 27: PAPI(P4L)-GA 3.0° TCH 45'. Trees. RWY 05-23: H5005X150 (ASPH-GRVD) S-60, D-73, 2S-93.

RWY 05: MALSR. PAPI(P4L)-GA 3.0° TCH 56'. RWY 23: PAPI(P4L), TCH 50', Tree. LAND AND HOLD SHORT OPERATIONS

09 - 27

05 - 23

HOLD SHORT POINT

AIRPORT REMARKS: Attended 1100-0300Z‡. CLOSED to air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 863-648-3299. Extensive bird activity on and invof arpt. Twy H, Twy S and Twy G West of Twy A-4 designated as non-movement areas. Twy D, Twy P and Twy L unlighted. Twy E unlighted between Rwy 27 and Twy L. When twr clsd HIRL Rwy

2D-135 HIRL

LANDING

RWY 05

RWY 09

IAP. AD

8500 X 150

97

MIAMI

MIAMI

H-8H, L-21D, 24F

05-23 and HIRL Rwy 09-27 preset med ints, ACTIVATE MALSR Rwy 05-CTAF. PAPI Rwy 05, Rwy 23, Rwy 09 and Rwy 27 opr continuously. WEATHER DATA SOURCES: LAWRS

COMMUNICATIONS: CTAF 124.5 ATIS 118.025

(R) TAMPA APP CON 120.65 119.9

TOWER 124.5 (1100-0300Z±)

RCO 122.1R 116.0T (ST PETERSBURG RADIO)

TAMPA DEP CON 120.65 119.9 **GND CON 121.4** 

DIST AVBL

2500

6000

AIRSPACE: CLASS D svc 1100-0300Z‡ other times CLASS G.

**IINICOM** 122 95

(X25) 3 N UTC-5(-4DT) N27°57.23' W81°36.09'

RADIO AIDS TO NAVIGATION: NOTAM FILE LAL. (H) VORTAC 116.0 LAL Chan 107 N27°59.17' W82°00.83' at fld. 135/01E. WIREY NDB (LOM) 227 LA N27°56.12′ W82°04.55′ 048° 4.4 NM to fld. LOM unmonitored when twr clsd.

ILS 110.1 I-LAL Rwy 05. Class ID. LOM WIREY NDB. LOC and LOM unmonitored.

# LAKE WALES

# CHALET SUZANNE AIR STRIP

130 FUEL 100LL

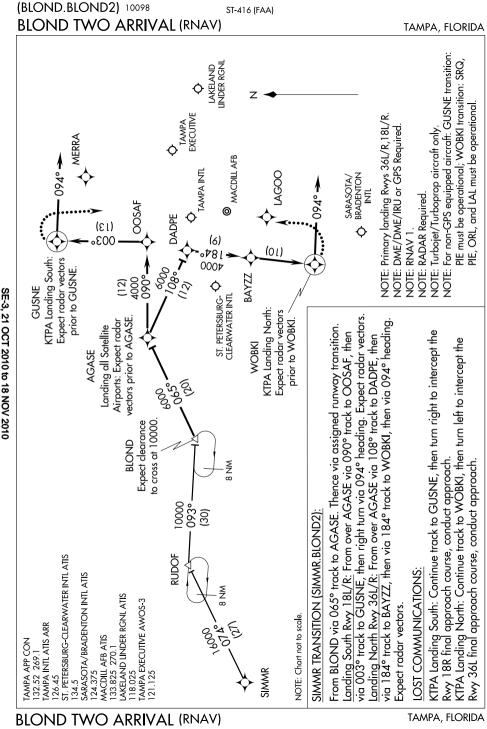
RWY 18-36: 2313X50 (TURF) RWY LGTS(NSTD)

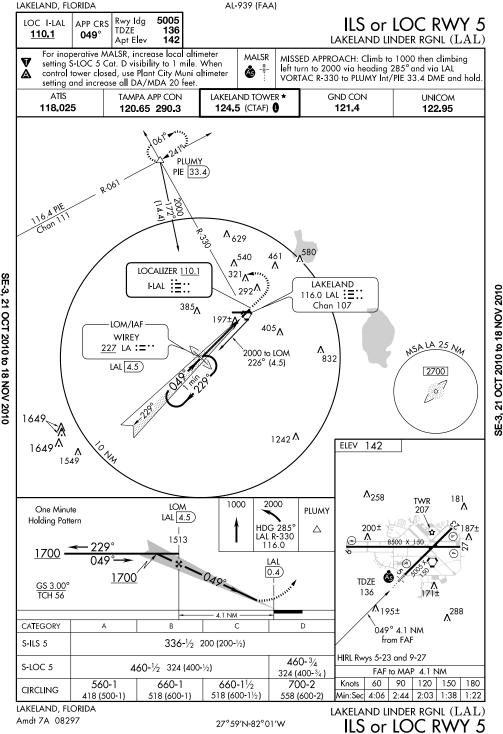
RWY 18: Tree. Thid dsplcd 120'.

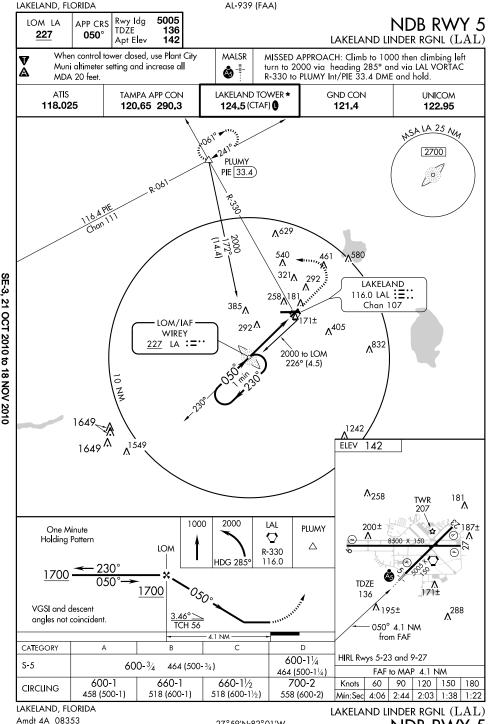
RWY 36: Thid dspicd 250'. Road. AIRPORT REMARKS: Attended 1300-0200Z‡, For attendant after hrs call 863-676-6011, Rwv 36 dspicd thid marked

NOTAM FILE PIE

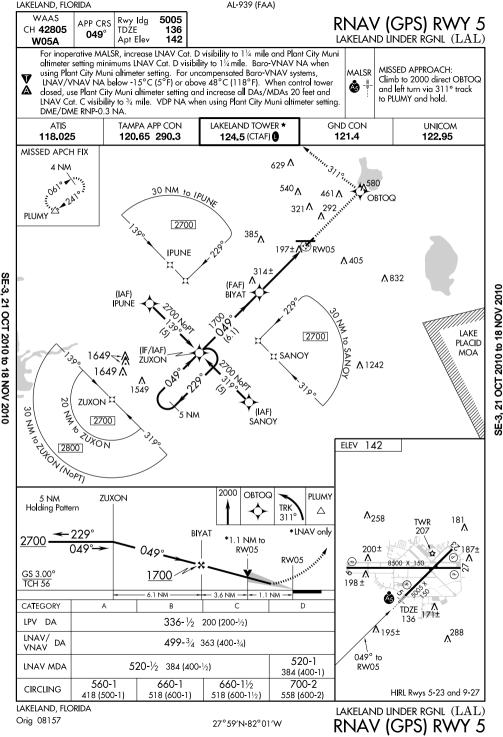
with tires perpendicular to rwy on each side, 0.6% gradient from rwy ends to mid-rwy, ACTIVATE NSTD lgts Rwy 18-36-CTAF or call 863-676-6011. COMMUNICATIONS: CTAF/UNICOM 122 8







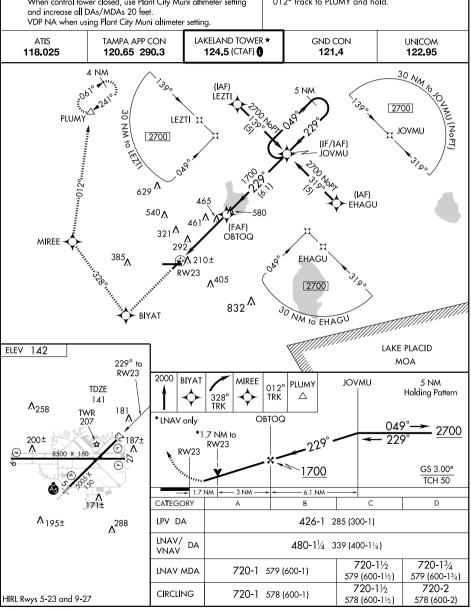
NDB RW



V Baro-VNAV NA when using Plant City Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA Δ below -15°C (5°F) or above 48°C (118°F).

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet.

MISSED APPROACH: Climb to 2000 direct BIYAT and right turn via 328° track to MIREE then via 012° track to PLUMY and hold.



LAKELAND, FLORIDA

SE-3,

, 21 OCT 2010 to 18 NOV 2010

Orig 08157

LAKELAND LINDER RGNL (LAL) RNAV (GPS)

RNAV (GPS) RWY 27

LAKELAND LINDER RGNL (LAL)

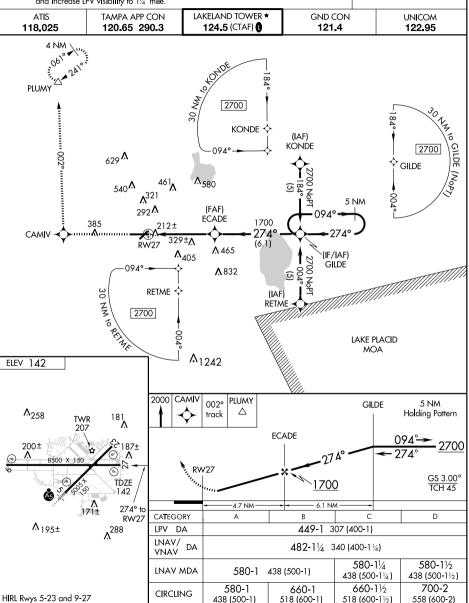
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above MISSED APPROACH: Climb to 2000 direct CAMIV and via 002° track to PLUMY

48°C (118°F). Baro-VNAV NA when using Plant City Muni altimeter setting. V DME/DME-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, A use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet, and increase LPV visibility to 11/4 mile. LAKELAND TOWER \* TAMPA APP CON GND CON **ATIS** 124.5 (CTAF) 1 121.4 118,025 120.65 290.3

AL-939 (FAA)

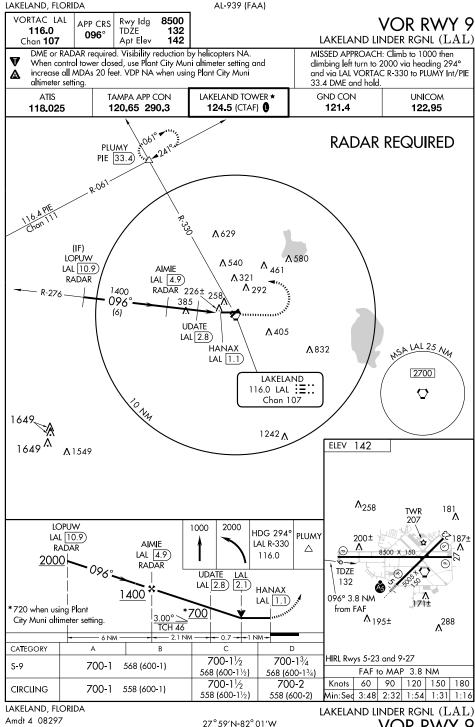
and hold.

SE-3, 21 OCT 2010 to 18 NOV 2010



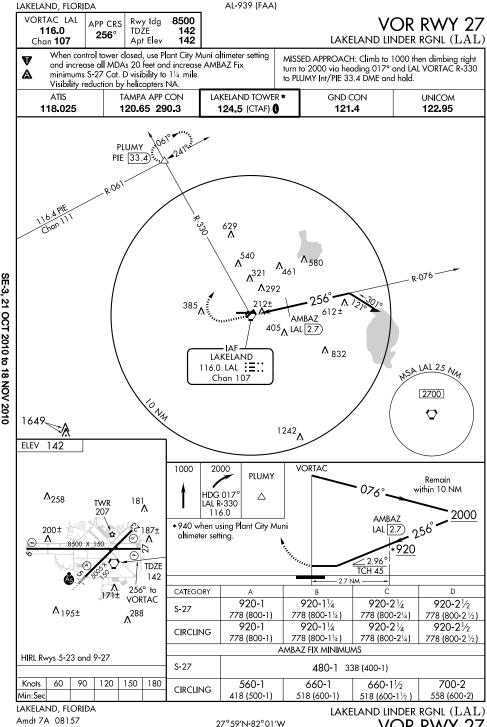
LAKELAND, FLORIDA

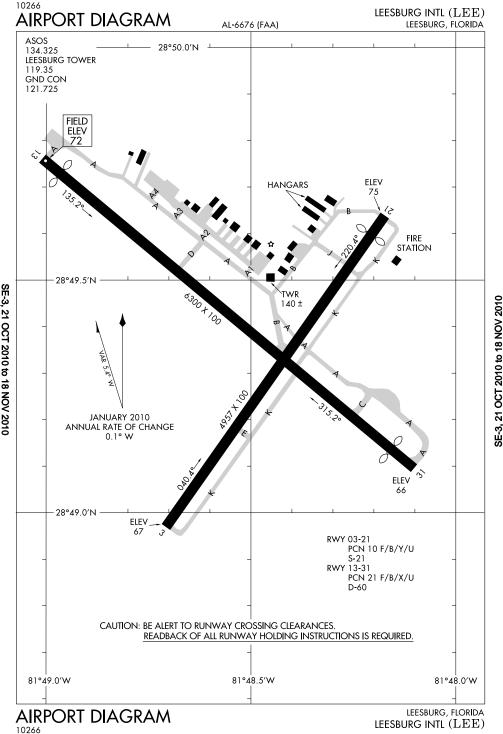
27°59'N-82°01'W



21 OCT 2010 to 18 NOV 2010

SE-3.





FLORIDA LAKE WALES MUNI (XØ7) 2 W UTC-5(-4DT) N27°53.63' W81°37.22'

127 B S4 FUEL 100LL, JET A NOTAM FILE PIE

RWY 17-35: H3999X75 (ASPH) S-15 RWY 17: PAPI(P2L)-GA 3.37° TCH 45'. Tree.

RWY 35: PAPI(P2L)-GA 3.0° TCH 40'. Brush. RWY 06-24: H3999X100 (ASPH) S-15

RWY 06: PAPI (P4R)-GA 3.0° TCH 40'. Tree. RWY 24: PAPI (P4L)-GA 3.0° TCH 40'. Tree. AIRPORT REMARKS: Attended 1400-2200Z‡. No svcs avbl. Parachute

98

Jumping. Ultralight activity on and invof arpt. Rwy 06-24 1600' NE

CLOSED indef. Rwy 06-24 cracking with grass growing through

cracks. Rwy 17 93' terrain drop at EOR. Rwy 35 114' terrain drop at EOR. Rwy 17 4' fence 205' from rwy end at rwy height. Trees in transitional surface Rwy 17; apch W of rwy. MIRL Rwy 06-24 ops

be turned on before PAPI can be activated. WEATHER DATA SOURCES: AWOS-3 124.225 (863) 678-1334.

COMMUNICATIONS: CTAF/UNICOM 122.8 TAMPA APP/DEP CON 120.65 RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.

dusk-0400Z±: after 0400Z±-Key CTAF 7 times. For PAPI Rwy 06-key, CTAF 3 times; Rwy 24-key CTAF 5 times. Rwy Igts must

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L-21D, 24F

IAP

MIAMI

IAP. AD

JACKSONVILLE

H-8H, L-21D, 24F

**LEE CO** N26°31.79′ W81°46.55′ NOTAM FILE RSW. (L) VORTAC 111.8 RSW Chan 55 073° 1.2 NM to Southwest Florida Intl. 23/02W. HIWAS. H-8H, L-21D, 23A, 23B

LEESBURG INTL 3 NE UTC-5(-4DT) N28°49.37' W81°48.51' (LEE)

S4 FUEL 100LL, JET A NOTAM FILE LEE

LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17' W82°00.83' 104° 21.6 NM to fld. 135/01E.

RWY 13-31: H6300X100 (ASPH) D-60 PCN 21 F/B/X/U RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Dsplcd thid 300'. Tree. RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Dsplcd thid 400'.

Brush. RWY 03-21: H4957X100 (ASPH) S-21 PCN 10 F/B/Y/U MIRL RWY 03: PAPI(P2L). Brush.

13-31, Rwy 13-31 has 25' payed shoulders either side, MIRL

RWY 21: PAPI(P2L). Thid dsplcd 310'. Road. AIRPORT REMARKS: Attended 1200-0000Z‡. Fuel 24 hr self svc. Extensive bird activity invof arpt. Tree along SW side of Rwy

Rwy 03-21 and Rwy 13-31, PAPI Rwy 03, Rwy 21, Rwy 13, and Rwy 31 and twy Igts opr dusk-0300Z‡, after 0300Z‡ ACTIVATE-CTAF.

COMMUNICATIONS: CTAF 119.35 UNICOM 122.725 R ORLANDO APP CON 121.1 ORLANDO DEP CON 121.1 TOWER 119.35 (1200-0000Z‡) GND CON 121.725 GCO 121.725 (ORLANDO CLNC)

AIRSPACE: CLASS D svc 1200-0000Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.

WEATHER DATA SOURCES: ASOS 134.325 (352) 787-1565.

ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ 304° 30.0 NM to fld. 102/00E. HIWAS.

NDB (MHW) 335 LEE N28°49.09' W81°48.44' at fld. NOTAM FILE LEE.

SUWANNEE CO S4

LIVE OAK (24J) 2 W UTC-5(-4DT) N30°18.01′ W83°01.48′

FUEL 100LL TPA-See Remarks NOTAM FILE GNV

RWY 07-25: H4037X75 (ASPH) S-20 MIRL RWY 07: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z‡. TPA-1300 (1196) propeller acft 1800 (1696) turbojet acft.

WEATHER DATA SOURCES: AWOS-3 118.225 (386) 362-1731. COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.

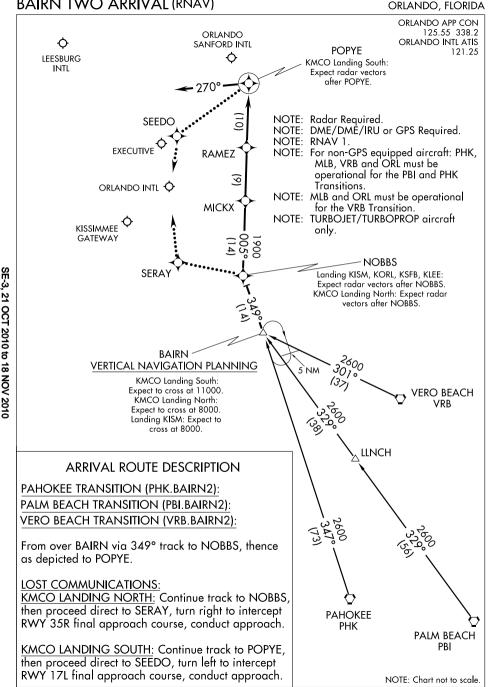
RWY 25: REIL. PAPI(P2L). Trees. Rgt tfc.

ACTIVATE REIL and PAPI Rwy 07 and Rwy 25 and MIRL Rwy 07-25-CTAF.

TAYLOR (H) VORTAC 112 9 TAY Chan 76 N30°30 28' W82°33 18' 247° 27 4 NM to fld 103/03W

JACKSONVILLE

L-21D, 24G



# BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

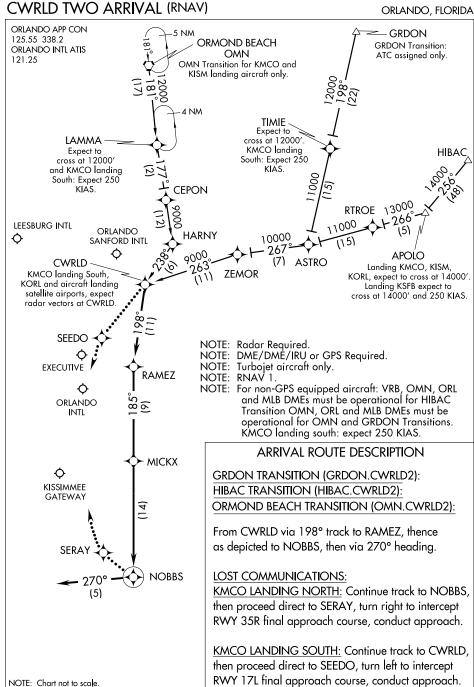
# COSTR TWO ARRIVAL (RNAV) (COSTR.COSTR2) 09239

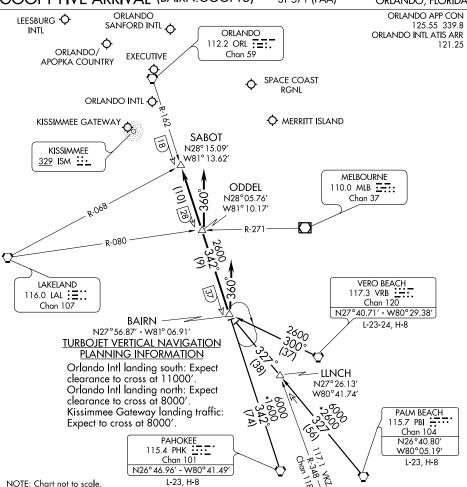
21 OCT 2010 to 18 NOV 2010

ORLANDO, FLORIDA
ORLANDO INTL

NOTE: Chart not to scale.

21 OCT 2010 to 18 NOV 2010





PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT.

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN

INT. Thence. . . .

# **ORLANDO INTL:**

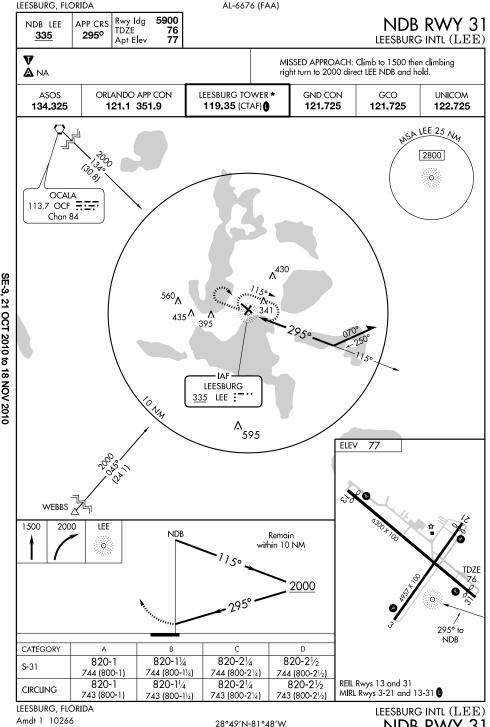
.... RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

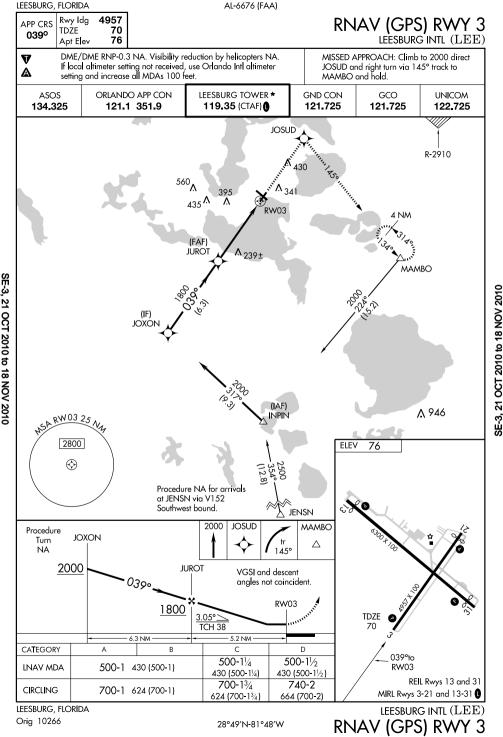
. . . . RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

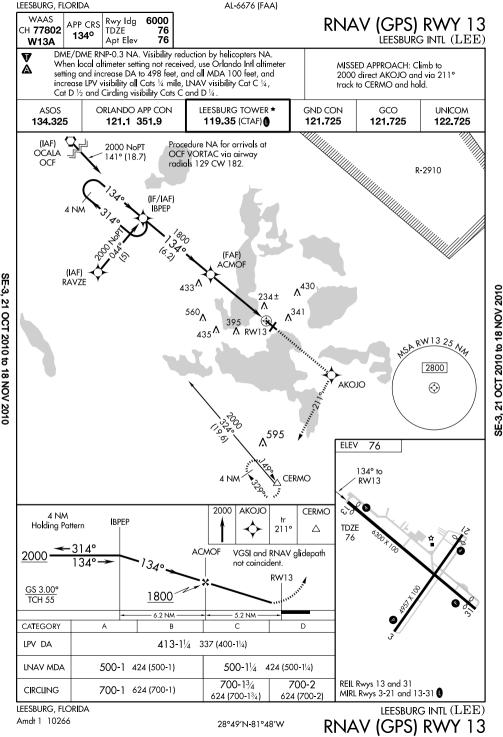
LEESBURG INTL: . . . . From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

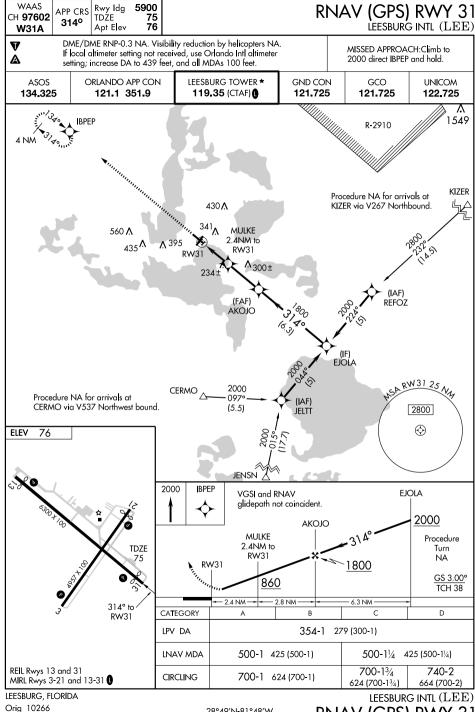
ALL OTHER AIRPORTS: . . . . From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

21 OCT 2010 to 18 NOV 2010









AL-6676 (FAA)

LEESBURG, FLORIDA

SE-3,

21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

100 **FLORIDA** 

#### CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: SEA ATIS 133 825 270 1 PTN 372 2

(R) TAMPA APP CON 124.95 354.0 TOWER 123.7 294.7 (1100-0400Z±) GND CON 118.575 275.8

(R) TAMPA DEP CON 119.9 290.3 (Rwv 04) 119.65 353.575 (Rwv 22)

6 AMW COMD POST (LIGHTING OPS) 311.0 321.0 PMSV METRO 344.6

AG See Global HF Systems listing in Flight Information Handbook.

RADIO AIDS TO NAVIGATION: NOTAM FILE MCF.

Chan 47 MCF (111.0) N27°51.68′ W82°30.81′ at fld. 14/4W. MP Fri 1200-1500Z‡. TACAN azimuth and DME unusable 261°-279° bvd 10 NM blo 5.000'.

ILS 109.5 I-MCF Rwy 04. Course line is offset 2.9° to SE, rwy heading is 045°. MP Tue-Wed 1200-1500Z±. Rwv 22. Course line is offset 2.7° to NE, rwv heading is 225°, MP Tue-Wed IIS 111 7 I-GB7

MIRI

1200-1500Z‡. COMM/NAV/WEATHER REMARKS: MacDill surveillance radar provided by Tampa.

#### MARATHON

## THE FLORIDA KEYS MARATHON (MTH) 3 E UTC-5(-4DT) N24°43.57′ W81°03.08′

B S2 FUEL 100LL, JET A1 + LRA Class I, ARFF Index A NOTAM FILE MTH RWY 07-25: H5008X100 (ASPH-GRVD) S-75, D-129, 2D-191

RWY 07: REIL, PAPI(P4L)—GA 3.0° TCH 25', Tree.

RWY 25: PAPI(P4L)-GA 3.0° TCH 25', Antenna.

AIRPORT REMARKS: Attended 1300-2300Z±. For fuel after hrs call 305-743-4222 or 305-481-7615. 24 hr PPR for unscheduled air

greater than 79 ft, call aprt manager 305-289-6060. 24 hr PPR for acft exceeding rwy weight bearing capacity; call arpt manager 305-289-6060. MIRL Rwy 07-25 preset low ints; increase ints and ACTIVATE PAPI Rwy 07 and Rwy 25 and REIL Rwy 07-CTAF.

carrier ops with more than 9 passenger seats or wing spans

Arpt restricted to all acft with a wing overhang of more than 38.5 ft. Extremely noise sensitive area. Use NBAA close in noise

abatement procedures. Local ordinance rgr engine runups in designated areas on commercial ramp or FBO ramps from 0400-1200Z‡ and fines. Flight Notification Service (ADCUS)

available. WEATHER DATA SOURCES: ASOS 135.525 (305) 743-8373.

COMMUNICATIONS: CTAF/UNICOM 122 8 MIAMI CENTER APP/DEP CON 133.5

MARATHON RCO 122.6 (MIAMI RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE EYW.

KEY WEST (H) VORTAC 113.5 EYW Chan 82 N24°35.15′ W81°48.03′ 077° 41.8 NM to fld. 10/01E.

**2AWIH** MARATHON NDB (HW) 260 MTH N24°42 71' W81°05 72' 074° 2 5NM to fld NOTAM FILE MTH

MARATHON N24°42.71′ W81°05.72′ NOTAM FILE MTH NDB (HW) 260 MTH 074° 2.6 NM to The Florida Keys Marathon.

RCO 122 6 (MIAMI RADIO) at The Florida Keys Marathon

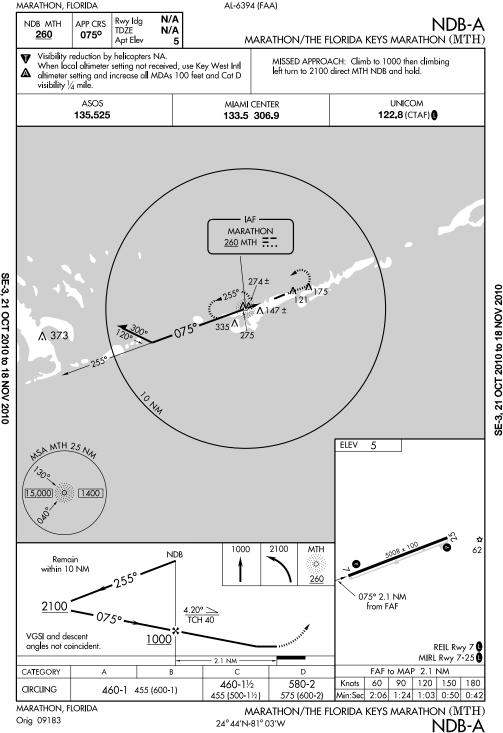
MIAMI

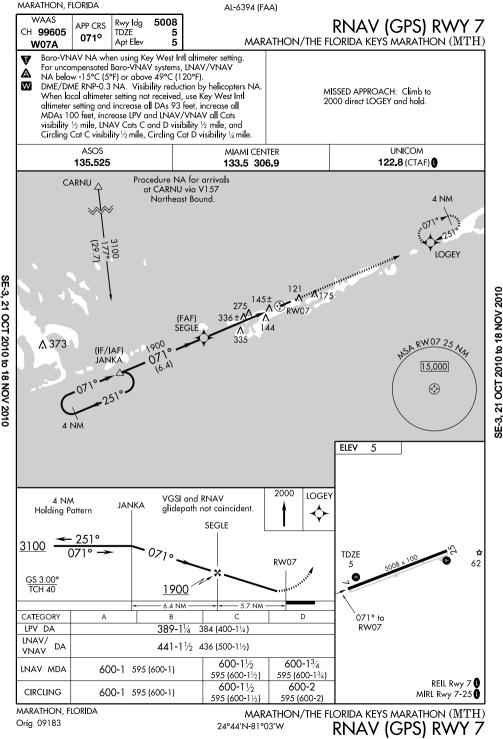
MIAMI

IAP

H-81. L-23C

H-81, L-23C





Apt Elev

5

251°

W25A

SE-3, 21 OCT 2010 to 18 NOV 2010

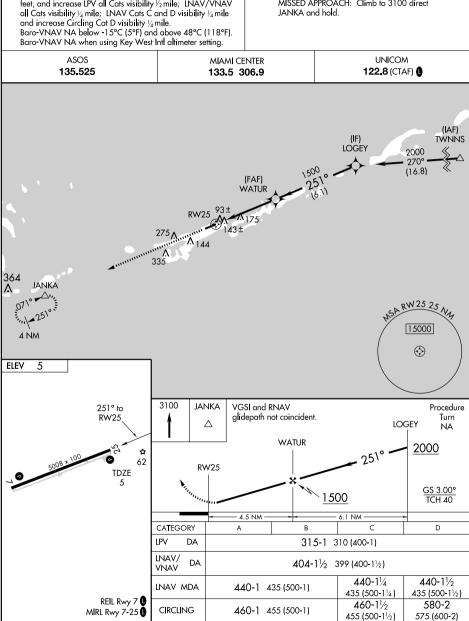
AL-6394 (FAA)

# RNAV (GPS) RWY 25

MARATHON / THE FLORIDA KEYS MARATHON (MTH)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key West Intl altimeter setting and increase all DA 93 feet and MDA 100 feet, and increase LPV all Cats visibility 1/2 mile; LNAV/VNAV all Cats visibility 1/2 mile; LNAV Cats C and D visibility 1/2 mile and increase Circling Cat D visibility 1/2 mile.

MISSED APPROACH: Climb to 3100 direct JANKA and hold.



MARATHON, FLORIDA Amdt 1 09183

MARATHON / THE FLORIDA KEYS MARATHON (MTH)

MIAMI

#### **FLORIDA**

UTC-6(-5DT) N30°50,27' W85°10,91'

MARCO ISLAND N25°59.70' W81°40.35' (MKY) 4 NE UTC-5(-4DT) FUEL 100LL, JET A NOTAM FILE MIA D-100

H-8H, L-23B, 21D IAP

**NEW ORLEANS** 

L-21C. 22I

IAP

RWY 17: PAPI(P4L)-GA 3.0° TCH 31'. Trees.

RWY 17-35: H5000X100 (ASPH)

RWY 35: PAPI(P4L)-GA 3.0° TCH 31'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1200-0000Z±. For fuel and svc after hrs

call 239-394-3355. Exercise extreme caution, acft back-taxiing on rwy. Numerous cranes opr 1 mile W of fld 180' lgtd and unlgtd.

Banner towing on and invof arpt. Noise Sensitive Area, Use NBAA close in Noise Abatement Procedures. Rwy 17-35 grass growing thru cracks. Arpt visibility unreliable. MIRL Rwy 17-35 preset on

low ints, to increase ints and ACTIVATE PAPI Rwv 17 and Rwv 35 0000-1200Z‡--CTAF.

WEATHER DATA SOURCES: AWOS-3 120.075 (239) 394-8187. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) FORT MYERS APP/DEP CON 119.75 (1100-0500Z‡)

(R) MIAMI CENTER APP/DEP CON 134.75 (0500-1100Z‡) RADIO AIDS TO NAVIGATION: NOTAM FILE APE

CYPRESS (T) VORW/DME 108.6 CYY Chan 23 N26°09.21' 152° 11.1 NM to fld. 9/03W.

ILS 109.95 I-MOV Rwv 17. (LOC only), OTS indef. Unmonitored 0000-12007±.

4 NE

110 B S2 FUEL 100, JET A NOTAM FILE MAI RWY 18-36: H4896X100 (ASPH)

(MAI)

MARIANNA MUNI

RWY 18: PAPI(P4L)-TCH 34'. Trees.

RWY 36: PAPI(P4L)-TCH 25'. Trees. RWY 08-26: H4895X100 (ASPH)

RWY 26: Tree. Rwy 08: Trees.

AIRPORT REMARKS: Attended May-Oct 1300-0100Z±, Nov-Apr 1200-2230Z‡. For svcs after hrs call 526-3125. Military

performing special helicopter ops on and invof arpt. Rwy 08-26 cracking with grass growing.

WEATHER DATA SOURCES: ASOS 133.525 (850) 482-6082.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.1R 114.0T (GAINESVILLE RADIO) (R) CAIRNS APP/DEP CON 133.75 (Sun-Mon 1200-0500Z‡, Tue-Sat 24

hrs), other times ctc (R) JACKSONVILLE CENTER APP/DEP CON 134.3

RADIO AIDS TO NAVIGATION: NOTAM FILE MAI.

Chan 87 N30°47.17′ W85°07.47′ (L) VORTAC 114.0 MAI 316° 4.3 NM to fld. 120/00E.

VORTAC unusable: 261°-276° bvd 25 NM blo 3.000'

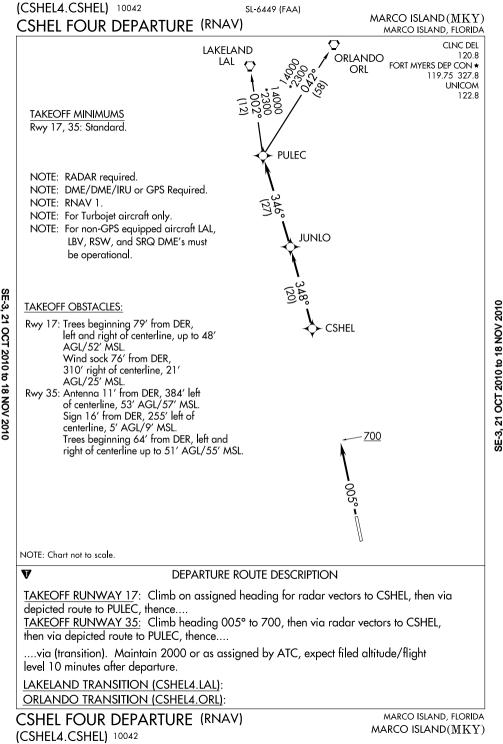
346°-061° bvd 30 NM blo 2.000'

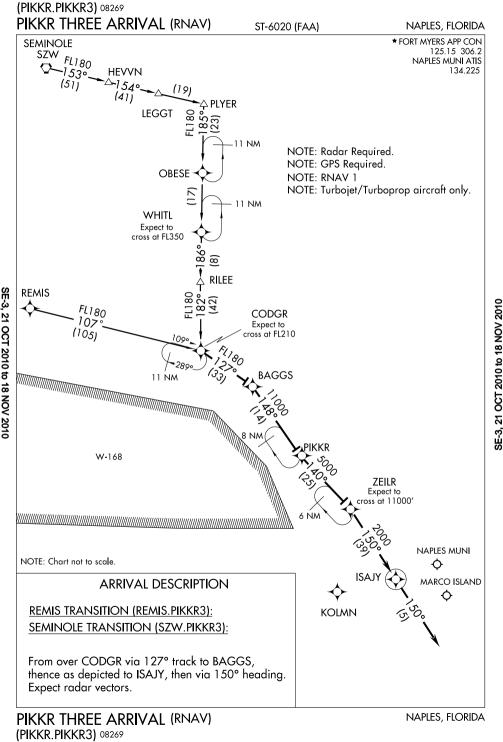
SOYYA NDB (MHW) 329 SMY

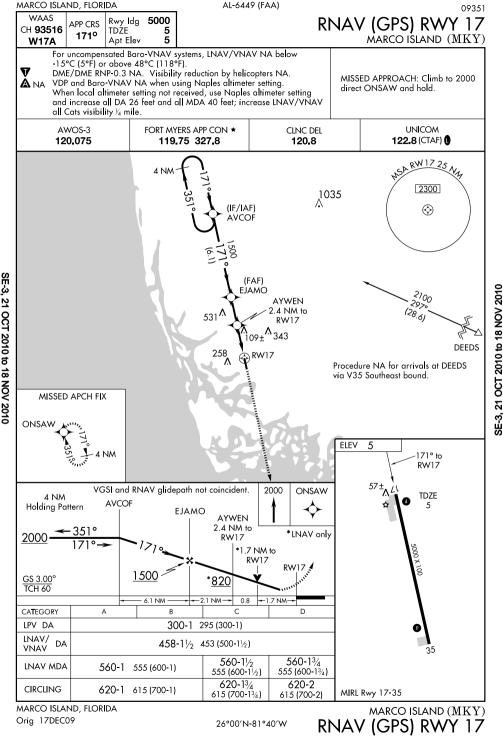
N30°52.30′ W85°13.50′ 134° 3 NM to fld. NOTAM FILE GNV. NDB unmonitored 0300-1100Z±.

03 €3 €3 €3

MARION CO (See DUNNELLON)



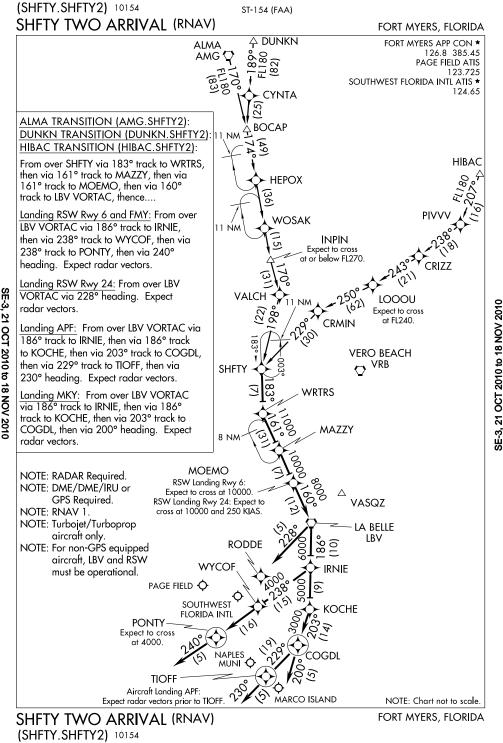


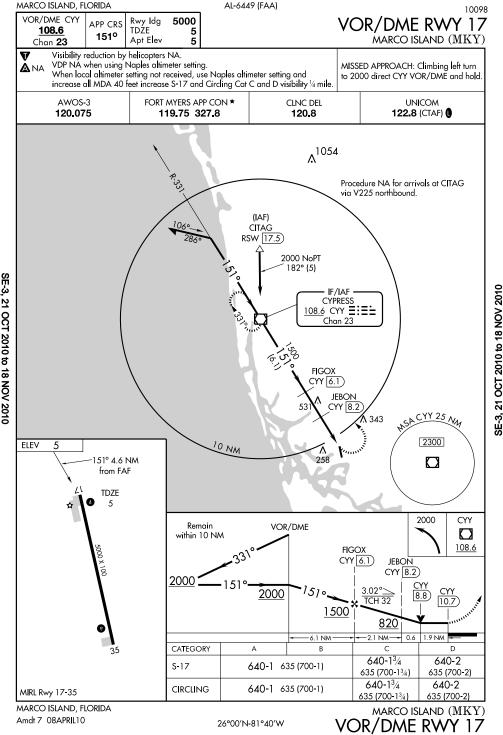


Orig 17DEC09

SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

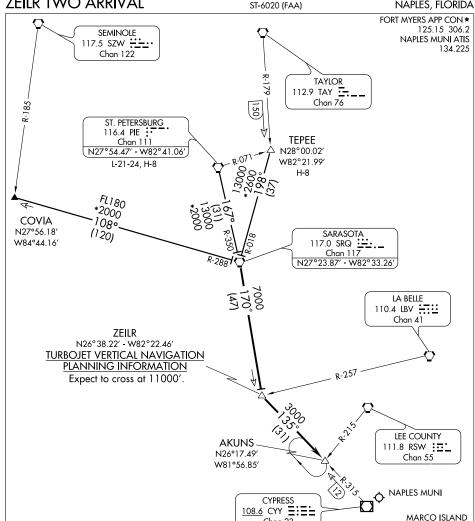




(ZEILR.ZEILR2) 08325

NAPLES, FLORIDA

ZEILR TWO ARRIVAL



COVIA TRANSITION (COVIA.ZEILR2): From over COVIA INT via SRQ R-288 to SRQ VORTAC. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.ZEILR2): From over PIE VORTAC via PIE R-167 to SRQ VORTAC. Thence. . . .

Chan 23

TEPEE TRANSITION (TEPEE.ZIELR2): From over TEPEE INT via SRQ R-018 to SRQ VORTAC. Thence. . . .

.From over SRQ VORTAC via SRQ R-170 to ZEILR INT. Then via CYY R-315 to AKUNS INT. Expect radar vectors to final approach course.

SE-3, 21 OCT 2010 to 18 NOV 2010

NOTE: Chart not to scale.

21 OCT 2010 to 18 NOV 2010

MIAMI

#### **FLORIDA**

UTC-6(-5DT) N30°50,27' W85°10,91'

MARCO ISLAND N25°59.70' W81°40.35' (MKY) 4 NE UTC-5(-4DT) FUEL 100LL, JET A NOTAM FILE MIA D-100

H-8H, L-23B, 21D IAP

**NEW ORLEANS** 

L-21C. 22I

IAP

RWY 17: PAPI(P4L)-GA 3.0° TCH 31'. Trees.

RWY 17-35: H5000X100 (ASPH)

RWY 35: PAPI(P4L)-GA 3.0° TCH 31'. Trees. Rgt tfc.

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call 239-394-3355. Exercise extreme caution, acft back-taxiing on rwy. Numerous cranes opr 1 mile W of fld 180' lgtd and unlgtd.

Banner towing on and invof arpt. Noise Sensitive Area, Use NBAA close in Noise Abatement Procedures. Rwy 17-35 grass growing thru cracks. Arpt visibility unreliable. MIRL Rwy 17-35 preset on

low ints, to increase ints and ACTIVATE PAPI Rwv 17 and Rwv 35 0000-1200Z‡--CTAF.

WEATHER DATA SOURCES: AWOS-3 120.075 (239) 394-8187. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) FORT MYERS APP/DEP CON 119.75 (1100-0500Z‡)

(R) MIAMI CENTER APP/DEP CON 134.75 (0500-1100Z‡) RADIO AIDS TO NAVIGATION: NOTAM FILE APE

CYPRESS (T) VORW/DME 108.6 CYY Chan 23 N26°09.21' 152° 11.1 NM to fld. 9/03W.

ILS 109.95 I-MOV Rwv 17. (LOC only), OTS indef. Unmonitored 0000-12007±.

4 NE

110 B S2 FUEL 100, JET A NOTAM FILE MAI RWY 18-36: H4896X100 (ASPH)

(MAI)

MARIANNA MUNI

RWY 18: PAPI(P4L)-TCH 34'. Trees.

RWY 36: PAPI(P4L)-TCH 25'. Trees. RWY 08-26: H4895X100 (ASPH)

RWY 26: Tree. Rwy 08: Trees.

AIRPORT REMARKS: Attended May-Oct 1300-0100Z±, Nov-Apr 1200-2230Z‡. For svcs after hrs call 526-3125. Military

performing special helicopter ops on and invof arpt. Rwy 08-26 cracking with grass growing.

WEATHER DATA SOURCES: ASOS 133.525 (850) 482-6082.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.1R 114.0T (GAINESVILLE RADIO) (R) CAIRNS APP/DEP CON 133.75 (Sun-Mon 1200-0500Z‡, Tue-Sat 24

hrs), other times ctc (R) JACKSONVILLE CENTER APP/DEP CON 134.3

RADIO AIDS TO NAVIGATION: NOTAM FILE MAI.

Chan 87 N30°47.17′ W85°07.47′ (L) VORTAC 114.0 MAI 316° 4.3 NM to fld. 120/00E.

VORTAC unusable: 261°-276° bvd 25 NM blo 3.000'

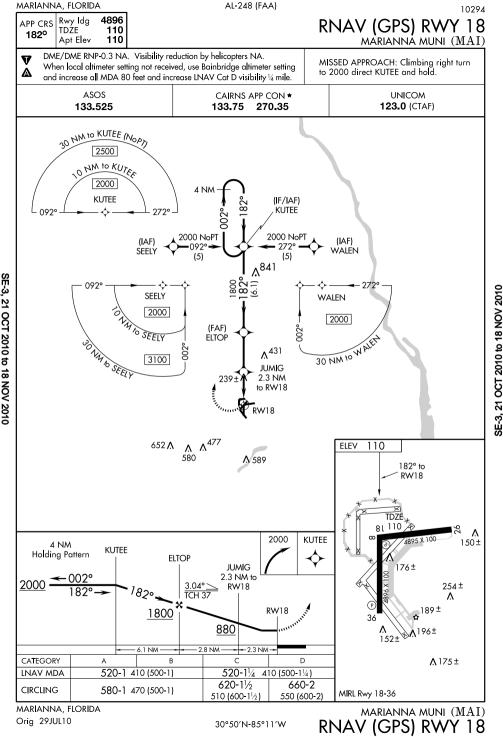
346°-061° bvd 30 NM blo 2.000'

SOYYA NDB (MHW) 329 SMY

N30°52.30′ W85°13.50′ 134° 3 NM to fld. NOTAM FILE GNV. NDB unmonitored 0300-1100Z±.

03 €3 €3 €3

MARION CO (See DUNNELLON)



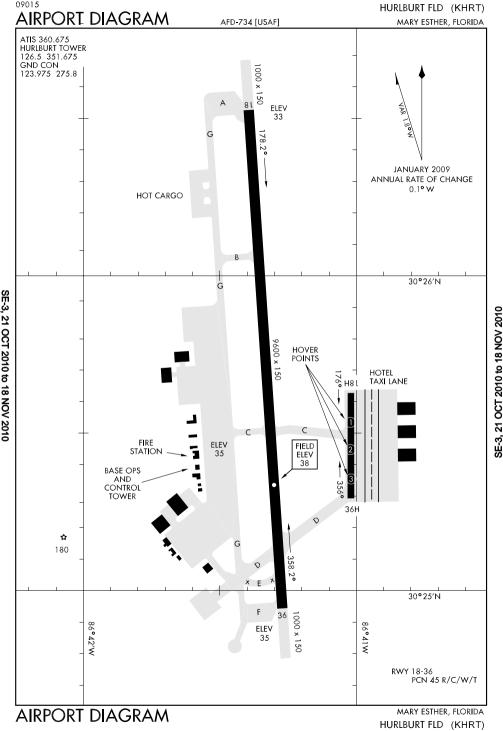
Amdt 12 29JUL10

SE-3, 21 OCT 2010 to 18 NOV 2010

Amdt 5 29JUL10

SE-3, 21 OCT 2010 to 18 NOV 2010

MARIANNA MUNI (MAI)



**FLORIDA** 

AF

(HRT)(KHRT)

#### Class I. ARFF Index Ltd. RWY 18-36: H9600X150 (CONC) PCN 45 R/C/W/T. RWY 18: SALSE, PAPI(P4L). RWY 36: ALSF1. PAPI(P4L). Rgt tfc. MILITARY SERVICE: LGT Rwv 36 PAPI glide slope and ILS glide slope not coincidental.

COMMUNICATIONS: ATIS 360.675

HELIPAD H1: H1608X90 (CONC) HELIPORT REMARKS: Helicopter Landing lane

HIIRI RIIRT FI D

88

JASU (A/M32A-86D) (A/M32A-95) (MEP-360A) FUEL J8 with 24 hr prior notice OIL 0-148-156 SOAP

(Hurlburt Fld), RSTD PPR including scheduled AMC mission due ltd ramp space, tran acft parking ltd, 24 hr prior

one (1) within +/- 1 hr of SR/SS. Touch and go's not authorized during this window, and low apch rstd to 500' AGL, Full stop taxi-back, for purposes of onload/offloading personnel, is authorized. (Exc. rotary wing/tilt rotor ops to conduct rgr training blo 1000' are authorized. Crews will exercise due diligence. If bird condition elevated to severe, comply with SOW Bash plan restrictions, CAUTION VFR corridor 1.2 NM S of rwy, 80' crane (intermittent) located 3000' S and 1000' W of extended rwy centerline. Precision obst free zone critical area hold signs unaybl on Twy F. CUSTOMS/AG/IMG-ITD SVC Aybl for acft supporting AFSOC ops. 24 hr prior notice required. All other

N30°25.67′ W86°41.36′

Not insp.

HIRL

**NEW ORLEANS** 

DIAP, AD

H-7E. 8G. L-21C. 22H

FLUID PRESAIR LOX LPOX. TRAN ALERT Tran acft must

PMSV METRO 335.45

at fld. 35/0E. Monitored when twr open. No

2 E UTC-6(-5DT)

NOTAM FILE CEW

LOX not avbl for F-16, F-15, F-18, A-10, and T-38 acft. have PPR and use follow-me to park syc aybl 1300-0430Z±. Tran alert will not support local, round robins in or out and back tran acft. MILITARY REMARKS: See FLIP AP/1 Route and Area Rstd (Florida-Valparaiso) and Supplementary Arpt Remark

notice rgr Base OPS DSN 579-7806/7, C850-884-7806/7, fax DSN 579-5358; PPR good for +/- 1 hr PPR time. Coordination of PPR outside of block time by telephone is rgr. Airfield subject to no notice closure. All tran acft flying local area missions, ctc Comd Post prior to tkf or ASAP after tkf. All tran acft supporting special opr ctc CHINDIT OPS 30 minutes prior to ETA. Compass rose ltd to tow in and out only. Rwy 18 dsplcd thld may be used by base assigned acft for tkf and rollout, ctc twr with request to back taxi. Taxiing acft engine run-ups at the following locations provided the aircrew has cleared the area and applied any specific acft restrictions. Two A. D. F. G abeam B and G abeam D (flare ramp must be clear of acft/personnel). Limit take-off and landing to

acft must clear customs prior to arrival to Hurlburt Fld. MISC Airfield wx is monitored by AN/FMO-19, automated observing system and augmented by human observer 24/5; limited augmentation on weekends. Acft with DV7 or aby ctc Comd Post 30 min prior to ETA, All tran aircrews will check in with Base OPS before dep flight line. No classified materials avbl for trans issue. Ltd storage for classified material at Base OPS. Top Secret and additional storage avbl at Comd Post. Tran aircrews planning to fly local sorties must bring a cellular to provide Comd Post a 24 hr ctc. Fleet svc avbl with a minimum 24 hrs notice DSN 579-5781/3901, Passenger processing requires 24 hr notice DSN 579-5781/3901.

(R) EGLIN APP CON 125.1 281.45 (271°-089°) 132.1 360.6 (090°-270°) TOWER 126.5 351.675 GND CON 123,975 275,8 (All acft ctc prior to engine start)

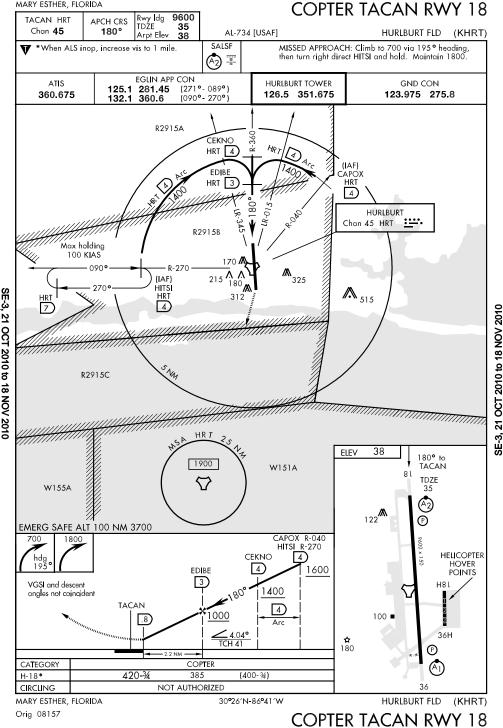
PTD 372.2

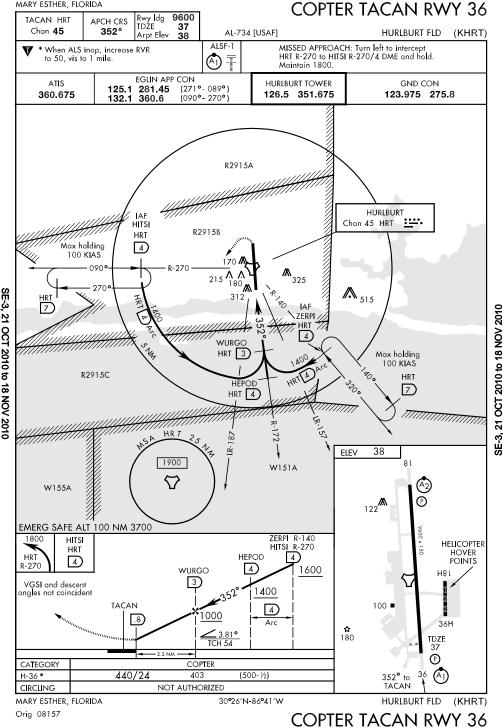
(R) EGLIN DEP CON 132.1 360.6

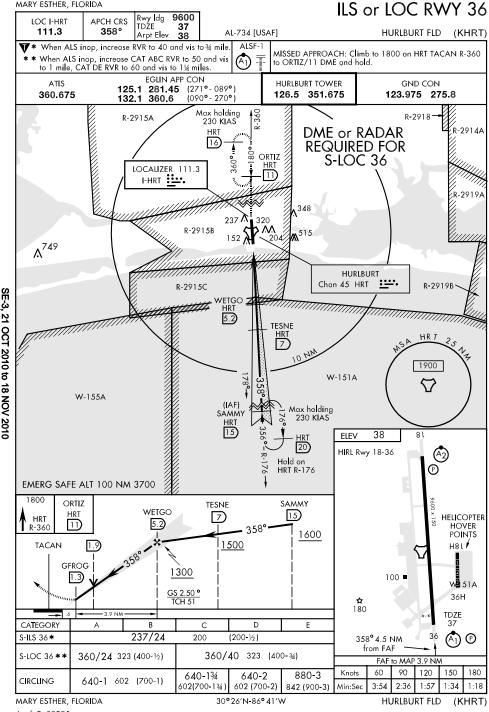
COMD POST (CHINDIT OPS) 143.0 251.25 11610.0 (5.732 after 2300Z‡). AIRSPACE: CLASS D svc continuous

RADIO AIDS TO NAVIGATION: NOTAM FILE HRT. (T) TACAN Chan 45 HRT (110.8) N30°25.68′ W86°41.42′

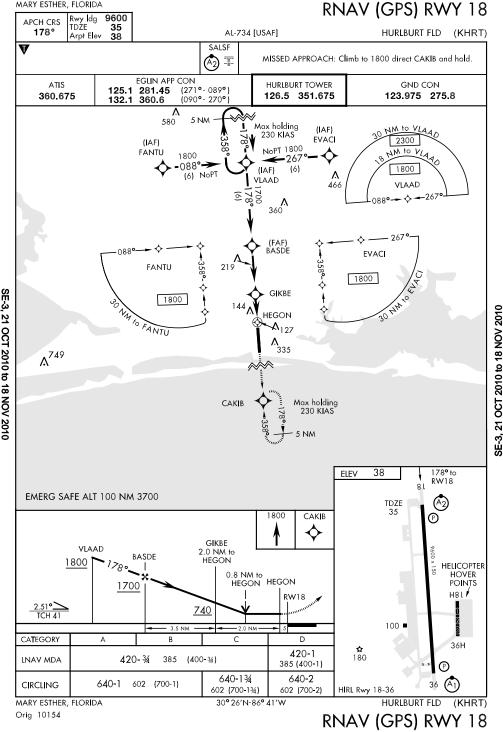
NOTAM MP Thu 1300-1600Z‡ TACAN unusable 076°-104° byd 5 NM blo 4,000'. ILS 111.3 I-HRT Rwy 36. No NOTAM MP Localizer or Glide slope Tue and Wed 1300-1600Z‡.

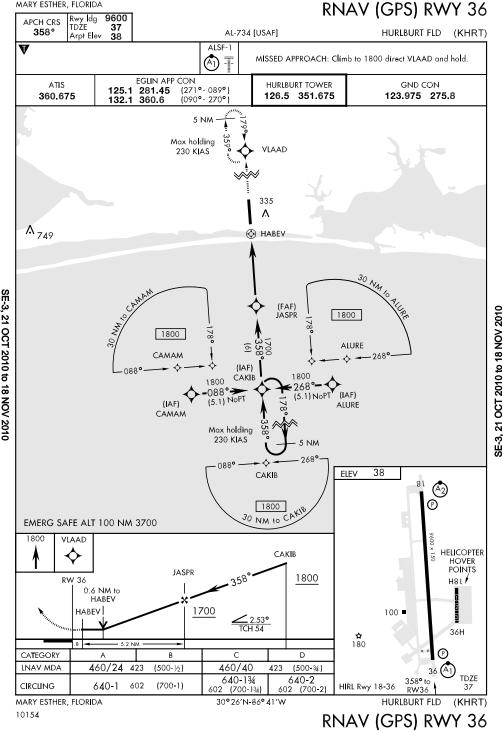


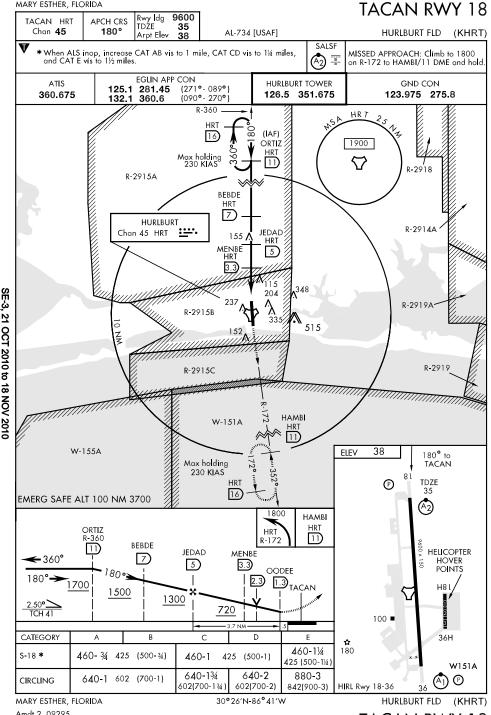




Amdt 2 09295 ILS or LOC RW

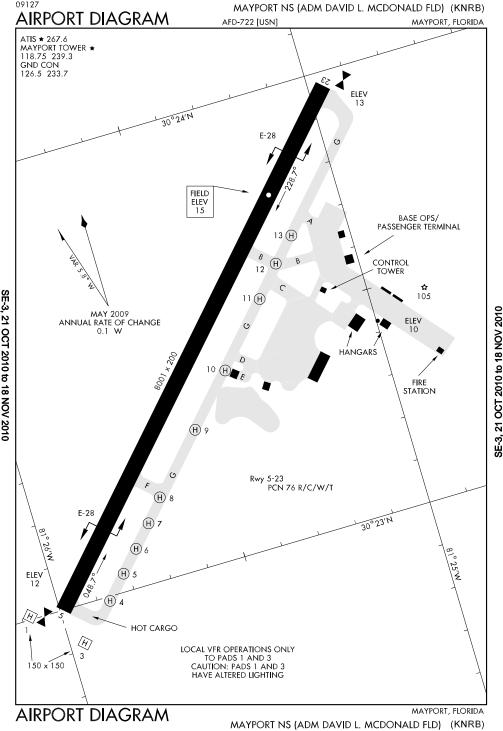






Amdt 2 09295 TACAN RW

Amdt 2 09295



N30°23 48' W81°25 47'

RWY 05-23: H8001X200 (ASPH)

RWY 05: REII PAPI(P4I)

ARRESTING GFAR/SYSTEM

NOTAM FILE IAX

15 R

### FINRINA

1 NW

Not insn

HIRI

MAYPORT NS (ADM DAVID I MC DONALD FLD) (NRR)

H-8H I-21D 24G A

HOOK F28(B) (1185') RWY 23

IACKSONVILLE

ΠΙΔΡ ΔΠ

RWY 05 HOOK F28(B) (1200') MILITARY SERVICE: IASII 1 (NC-8) 1 (GTC-85) 1 (A /NCPP-105) FIFE 15 Expect 2 br delay after normal working br

RWY 23: RFII PAPI(P4I) Ret tfc

PCN 76 R/C/W/T

LITC-5(-4DT)

TRAN ALERT Hung Ordance/Divert Alert—No organic air-launched weapons safing capability. No tran maintenance avbl. Ltd tran parking avbl. MILITARY REMARKS: Onr Mon-Thu 1200-04007 (DT 1100-04007). Special local ons 0400-07007. Fri 1300-23007.

(DT 1200-22007), clsd Sat. Sun. hol. RSTD Participating acft only during special local ops hrs. 24 hr PPR rgr. Ctc base OPS DSN 270-6130/31, C904-270-6130/31, CAUTION Light to heavy bird activity on and invof arot. Expect simultaneous same direction ons during dual rwy ons. Vessels with masts to 210' frequently berthed 800' left of Rwy 23 thid or Rwy 23 extended centerline. Large vessels with masts up to 160' frequently transit the river channel adjacent to apph end Rwy 23 during final apph. Exercise extreme vigilance during IFR apph Rwy 05 in VMC due extensive controlled/uncontrolled General Aviation acft vicinity Craig Muni Arnt Pads 1 and 3

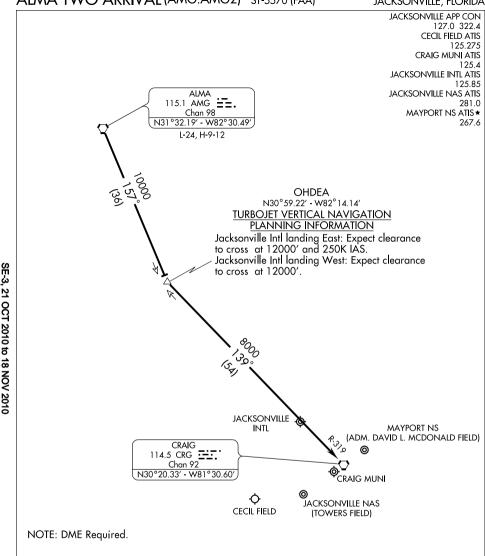
have altered lgt. IFC PAT Simultaneous Idg/dep between helicopter conducted on parallel twy located 325' from Rwy 05-23. Approved reduced radar separation helicopter/helicopter 500' vertical and 2 NM. NS ARTMT North shore of St. Johns River is a noise sensitive area. CSTMS/AG/IMG Customs/Agriculture avbl if prior arrangements made with minimum 48 hr advance ntc. MISC For detailed opr procedures go to WWW NSMAYPORT NAVY MII COMMUNICATIONS: ATIS 267.6 (Mon-Thu 1200-0400Z (DT 1100-0400Z), Fri 1300-2300Z±, clsd Sat, Sun, hol. PTN 308 5

(R) JACKSONVILLE APP/DEP CON 124 9 308 4 TOWER 118.75 239.3 288.325X Mon-Thu 1200-04007 (DT 1100-04007), special local ops 0400-07007, Fri 1300-2300Z (DT 1200-2200Z), clsd Sat. Sun. hol. GND CON 126 5 233 7 PMSV METRO 289.95 (Mon-Fri 1000-0700Z±, Sat-Sun 1600-0400Z±) other times ctc Naval Aviation Forcast Center for wx advisory or wx forcast DSN 564-2594, C757-444-2594.

AIRSPACE: CLASS D and CLASS E syc 700' and blo eff Mon-Thu 1200-0400Z (DT 1100-0400Z), special local ops 0400-0700Z, Fri 1300-2300Z (DT 1200-2200Z), clsd Sat, Sun and hol, Other times CLASS G airspace 700' and blo. Jacksonville CLASS E airspace 700' and abv eff continuously. RADIO AIDS TO NAVIGATION: NOTAM FILE NRB.

Chan 51 NRB (111.4) N30°23.32′ W81°25.38′ at fld. 7/3W. Monitored arpt opr hr only, TACAN (I) TACAN 2.5° to 3° of roughness at 8 NM on apch radial due to location of ships in basin.

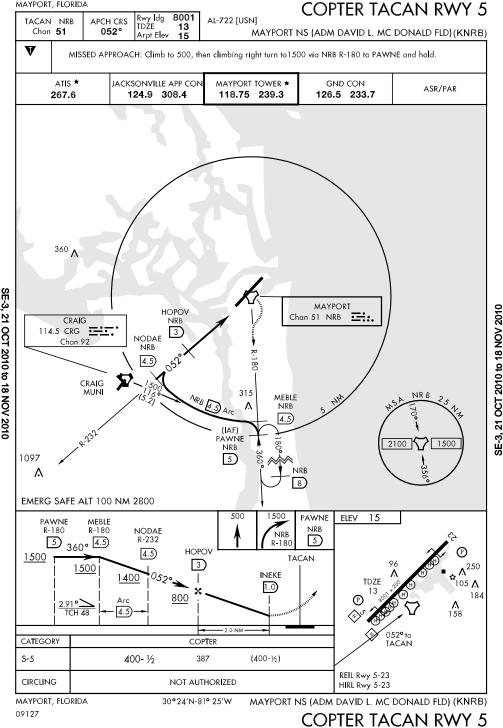
ASR/PAR COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima, PTD frequency avbl Mon-Fri 1030-1830Z±. other times ctc Naval Aviation Forcast Center for wx advisory or wx forcast DSN 564-2594, C757-444-2594.

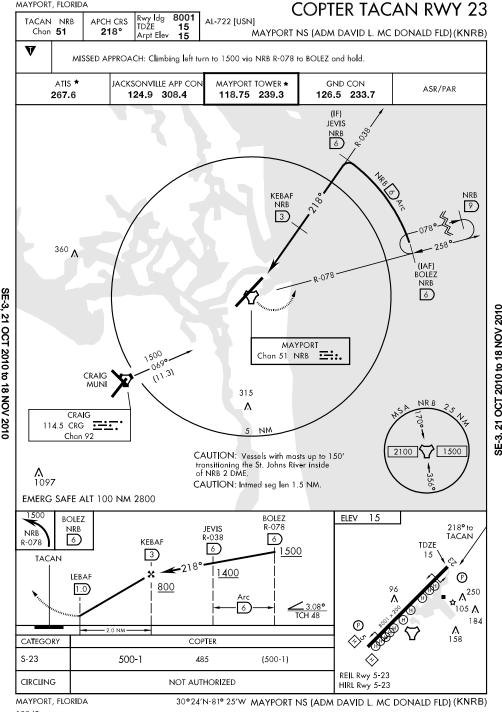


#### ARRIVAL DESCRIPTION

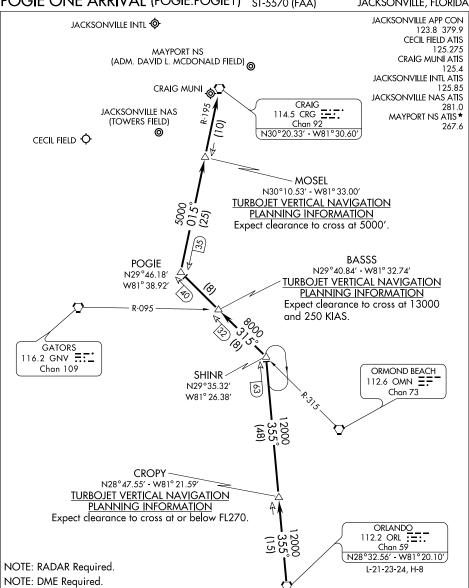
From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.



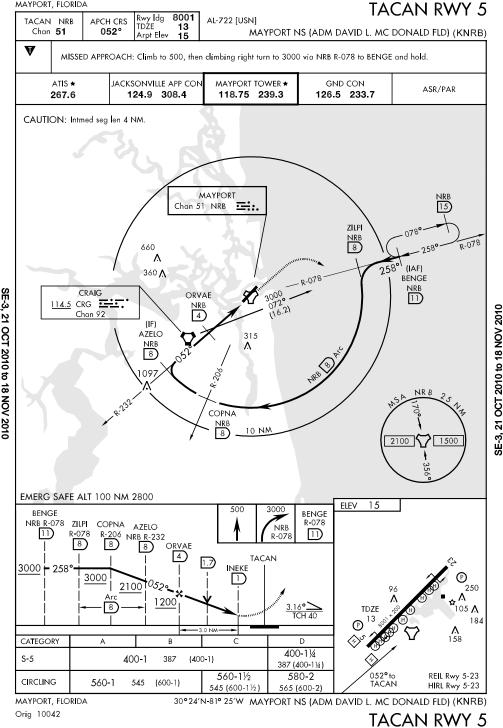


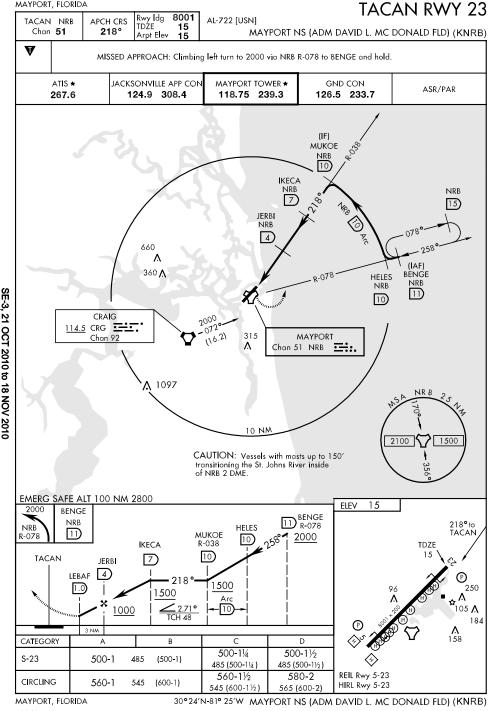
10042



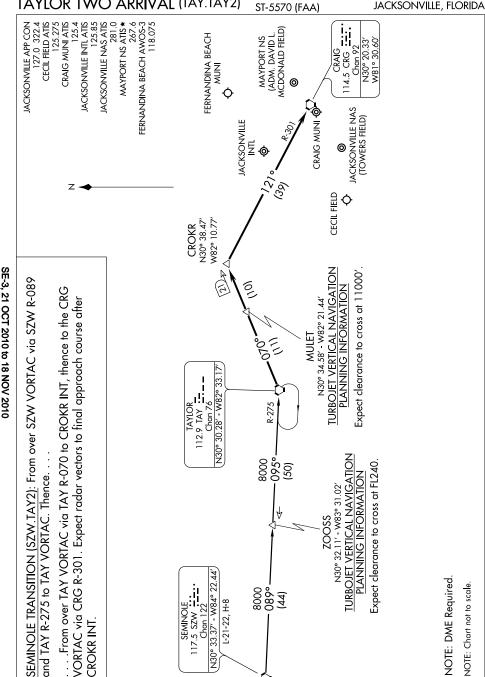
From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

NOTE: Chart not to scale.





10042



MELBOURNE INTL (MLB) 2 NW UTC-5(-4DT) N28°06.17' W80°38.72'

B S4 FUEL 100LL, JET A Class I, ARFF Index C NOTAM FILE MLB RWY 09R-27L: H10181X150 (ASPH-GRVD) S-100, D-165, 2S-175, 2D-300

RWY OPR: MALSR, TDZL, PAPI(P4L)-GS 3.0° TCH 76'. RWY 271 · REIL PAPI(P41)—GA 3 0° TCH 52′ Thid depicd 700′

RWY 09L-27R: H6000X150 (ASPH) S-60, D-60 RWY 09L: PAPI(P4L)-GA 3.0° TCH 37'.

RWY 27R: PAPI(P4L)-GA 3.0° TCH 37'.

RWY 05-23: H3001X75 (ASPH) S-26 MIRI RWY 05: PAPI(P2L)-GA 3.0° TCH 21'.

RWY 23: PAPI(P2L)-GA 3.0° TCH 21'. RUNWAY DECLARED DISTANCE INFORMATION

RWY N5. TORA-3000 TODA-3000 ASDA-3000

RWY 091: TORA-6000 TODA-6000 ASDA-6000 LDA-6000 RWY 09R: TORA-10181 TODA-10181 ASDA-10181 LDA-10181

RWY 23: TORA-3000 TODA-3000 ASDA-3000 LDA-3000 RWY 27L: TORA-10181 TODA-10181 ASDA-10181 LDA-9481 RWY 27R: TORA-6000 TODA-6000 ASDA-6000 LDA-6000 AIRPORT REMARKS: Attended continuously. Touch and go ops restricted after 2100Z‡ or 2 hrs after SS (whichever is later). U.S. customs

user fee arpt. Uncontrolled areas includes Twy V west of Rwy 05.

Twv C north of Twv K. Twv S. Twv H and Twv G. When twr clsd ACTIVATE Rwy 09R-27L HIRL Rwy 09L-27R MIRL Rwy 05-23 and PAPI Rwy 05, Rwy 23, Rwy 09L, Rwy 09R, Rwy 27L. Rwy 27R-CTAF.

WEATHER DATA SOURCES: ASOS (321) 723-7403, LAWRS. COMMUNICATIONS: CTAF 118.2 ATIS 132.55 UNICOM 122.95

RCO 122.1R 110.0T (ST PETERSBURG RADIO) RCO 122.6 (ST PETERSBURG RADIO)

(R) ORIANDO APP/DEP CON 132-65 ORIANDO CINC DEL 132-65 (when two cisd)

TOWER 118.2 124.05 (1100-0500Z±) GND CON 121.9

AIRSPACE: CLASS D svc 1100-0500Zt other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLB. (L) VOR/DME 110.0 MLB

Chan 37 N28°06.32′ W80°38.12′ at fld. 30/02W. VOR portion unusable 276°-319 bvd 8NM blo 4000', 325°-334°; DME unusable bvd 33 NM. SATELLITE NDB (HW) 257 SOT N28°05.97′ W80°42.05′ 089° 3.0 NM to fld.

LDA-3000

Rwy 09R, Unmonitored. ILS 108.3 I-MLB

MERRITT ISLAND UTC-5(-4DT) N28°20.50′ W80°41.13′ (COI) ØS

FUEL 100LL, JET A LRA NOTAM FILE PIE RWY 11-29: H3601X75 (ASPH) S-22

RWY 11: PAPI(P2L)—GA 3.0° TCH 33'. Tree.

RWY 29: PAPI(P2L)-GA 3.0° TCH 33'.

AIRPORT REMARKS: Attended 1300-0100Z‡. Banner towing invof arpt. 24 hr helicopter ops SW ramp. ACTIVATE rotating bcn and MIRL Rwv 11-29-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (321) 986-8864.

COMMUNICATIONS: CTAF/UNICOM 122.975

R ORLANDO APP/DEP CON 134.95

RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.

ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56'

W81°20.10' 109° 36.4 NM to fld. 102/00E.

HIWAS.

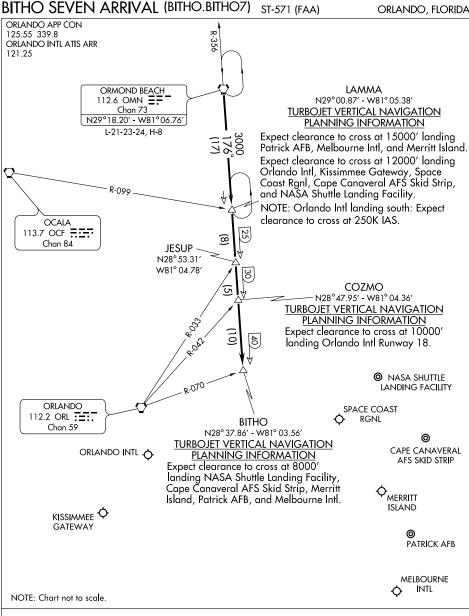
NDB (MHW) 247 COI N28°20.45' W80°41.31' at fld. NOTAM FILE PIE.

HIRL CL IAP. AD Rwy 5-23: 3001 X 75

JACKSONVILLE

H-81, L-24F

JACKSONVILLE L-24F IAP



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

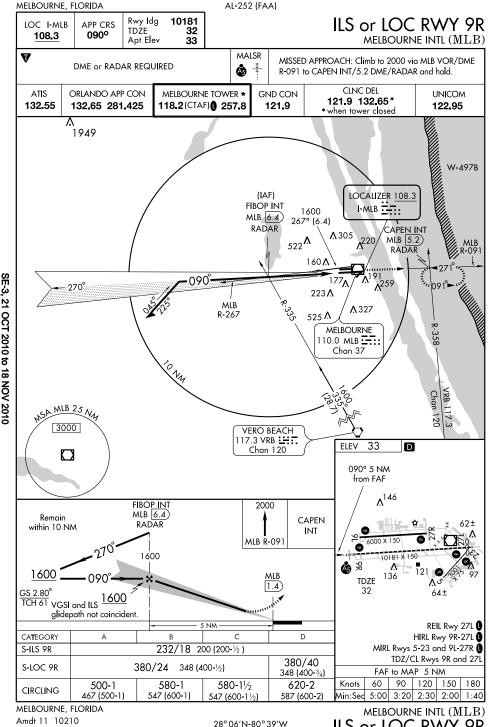
## COSTR TWO ARRIVAL (RNAV) (COSTR.COSTR2) 09239

21 OCT 2010 to 18 NOV 2010

ORLANDO, FLORIDA
ORLANDO INTL

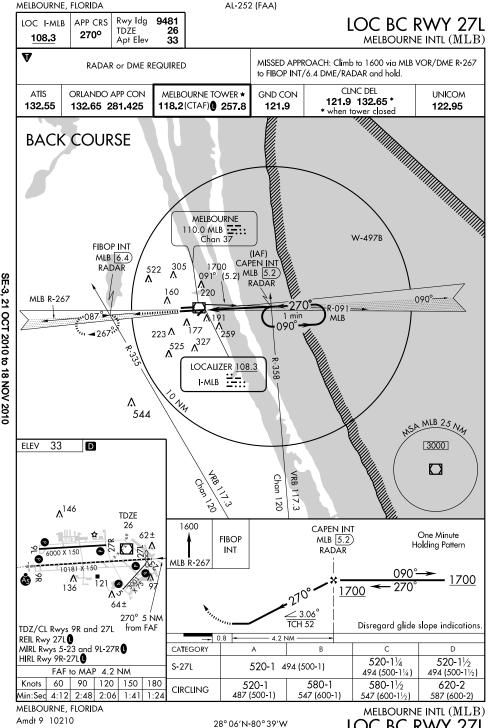
NOTE: Chart not to scale.

21 OCT 2010 to 18 NOV 2010



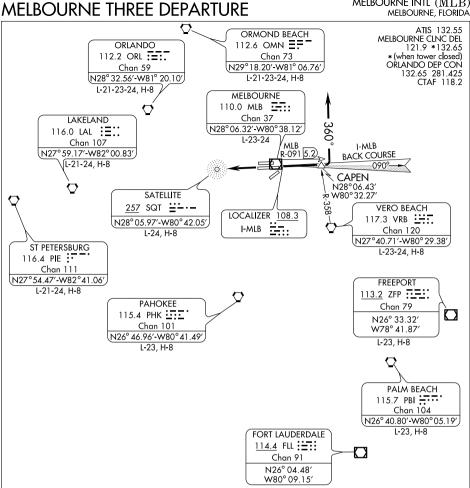
Amdt 11 10210

ILS or LOC



NOTE: Chart not to scale.

V



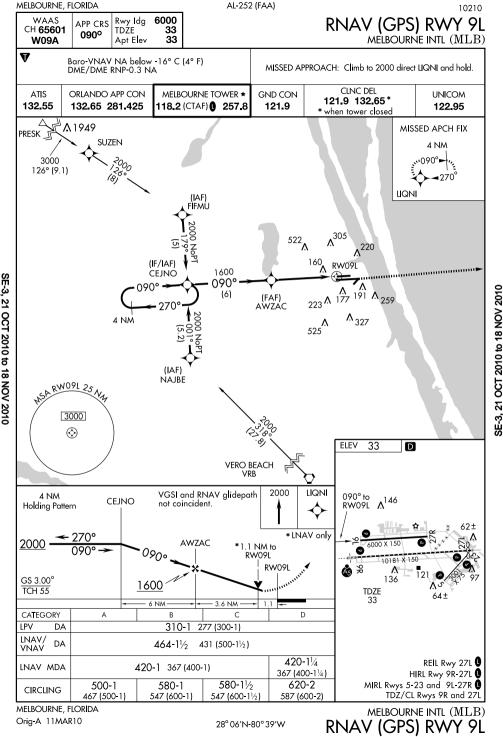
### DEPARTURE ROUTE DESCRIPTION

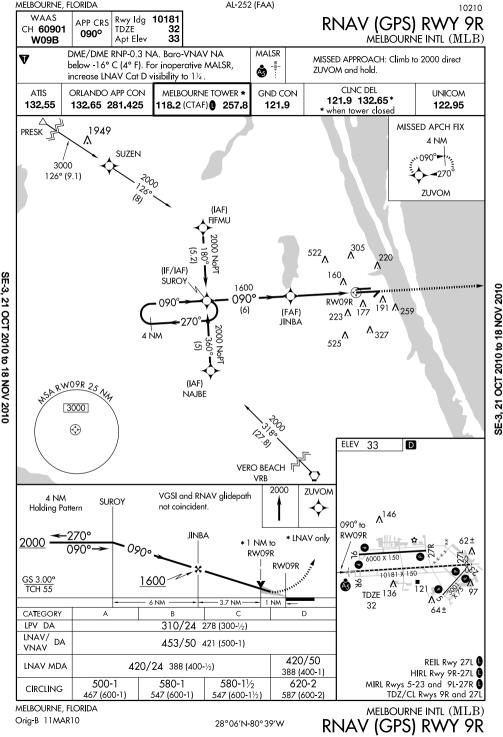
L-23. H-8

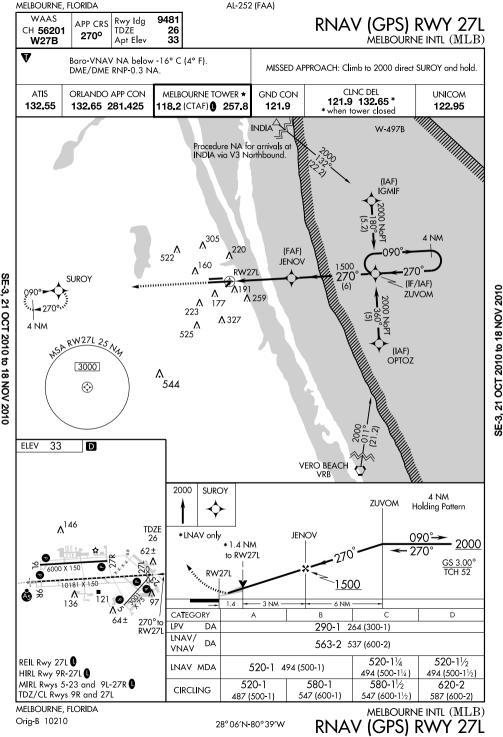
TAKE-OFF RUNWAY 9R: Fly runway heading until the CAPEN INT then turn left heading 360°. Thence....

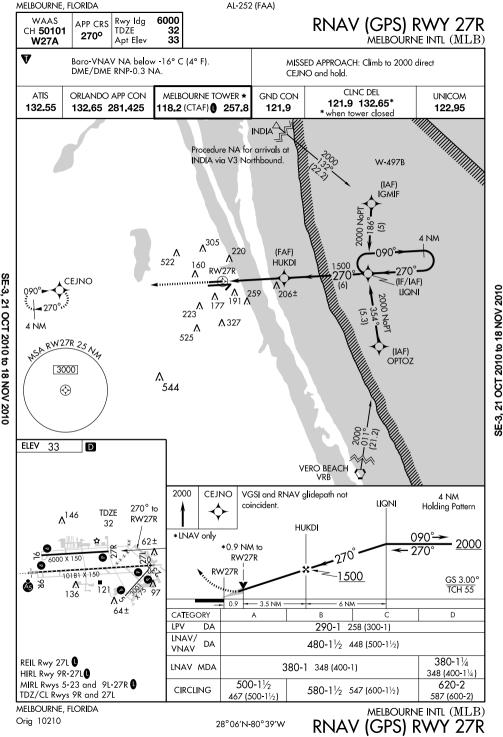
TAKE-OFF RUNWAY 27L: Fly runway heading. Thence....

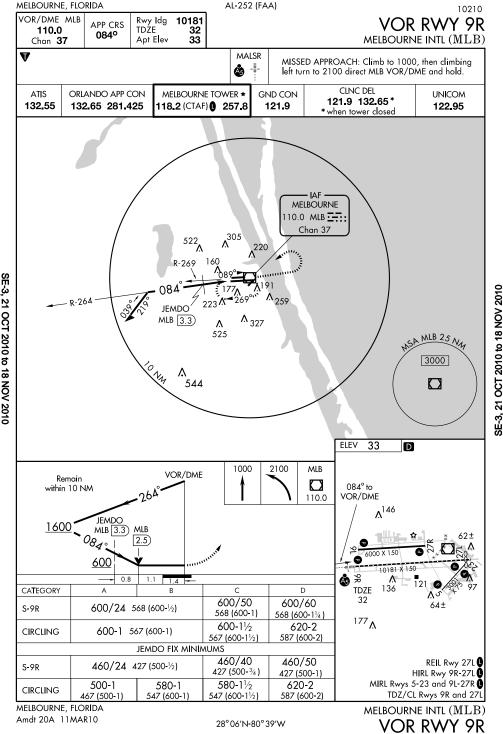
.... All aircraft expect radar vectors to join assigned route. Maintain 5,000 feet or assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.











MELBOURNE INTL (MLB) 2 NW UTC-5(-4DT) N28°06.17' W80°38.72'

B S4 FUEL 100LL, JET A Class I, ARFF Index C NOTAM FILE MLB

RWY 09R-27L: H10181X150 (ASPH-GRVD) S-100, D-165, 2S-175, 2D-300 RWY OPR: MALSR, TDZL, PAPI(P4L)-GS 3.0° TCH 76'. RWY 271 · REIL PAPI(P41)—GA 3 0° TCH 52′ Thid depicd 700′

RWY 09L-27R: H6000X150 (ASPH) S-60, D-60

RWY 09L: PAPI(P4L)-GA 3.0° TCH 37'.

RWY 27R: PAPI(P4L)-GA 3.0° TCH 37'.

RWY 05-23: H3001X75 (ASPH) S-26 MIRI

RWY 05: PAPI(P2L)-GA 3.0° TCH 21'.

RWY 23: PAPI(P2L)-GA 3.0° TCH 21'. RUNWAY DECLARED DISTANCE INFORMATION

RWY N5. TORA-3000 TODA-3000 ASDA-3000

RWY 091: TORA-6000 TODA-6000 ASDA-6000 LDA-6000

RWY 09R: TORA-10181 TODA-10181 ASDA-10181 LDA-10181 RWY 23: TORA-3000 TODA-3000 ASDA-3000 LDA-3000 RWY 27L: TORA-10181 TODA-10181 ASDA-10181 LDA-9481 RWY 27R: TORA-6000 TODA-6000 ASDA-6000 LDA-6000 AIRPORT REMARKS: Attended continuously. Touch and go ops restricted

after 2100Z‡ or 2 hrs after SS (whichever is later). U.S. customs user fee arpt. Uncontrolled areas includes Twy V west of Rwy 05. Twv C north of Twv K. Twv S. Twv H and Twv G. When twr clsd

ACTIVATE Rwy 09R-27L HIRL Rwy 09L-27R MIRL Rwy 05-23 and PAPI Rwy 05, Rwy 23, Rwy 09L, Rwy 09R, Rwy 27L. Rwy 27R-CTAF. WEATHER DATA SOURCES: ASOS (321) 723-7403, LAWRS.

COMMUNICATIONS: CTAF 118.2 ATIS 132.55 UNICOM 122.95

RCO 122.1R 110.0T (ST PETERSBURG RADIO) RCO 122.6 (ST PETERSBURG RADIO)

(R) ORIANDO APP/DEP CON 132-65 ORIANDO CINC DEL 132-65 (when two cisd) TOWER 118.2 124.05 (1100-0500Z±) GND CON 121.9

AIRSPACE: CLASS D svc 1100-0500Zt other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLB. (L) VOR/DME 110.0 MLB

Chan 37 N28°06.32′ W80°38.12′ at fld. 30/02W. VOR portion unusable 276°-319 bvd 8NM blo 4000', 325°-334°; DME unusable bvd 33 NM. SATELLITE NDB (HW) 257 SOT N28°05.97′ W80°42.05′ 089° 3.0 NM to fld.

LDA-3000

Rwy 09R, Unmonitored. ILS 108.3 I-MLB

MERRITT ISLAND UTC-5(-4DT) N28°20.50′ W80°41.13′ (COI) ØS

FUEL 100LL, JET A LRA NOTAM FILE PIE

RWY 11-29: H3601X75 (ASPH) S-22

RWY 11: PAPI(P2L)—GA 3.0° TCH 33'. Tree.

RWY 29: PAPI(P2L)-GA 3.0° TCH 33'.

AIRPORT REMARKS: Attended 1300-0100Z‡. Banner towing invof arpt. 24 hr helicopter ops SW ramp. ACTIVATE rotating bcn and MIRL Rwv 11-29-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (321) 986-8864.

COMMUNICATIONS: CTAF/UNICOM 122.975

R ORLANDO APP/DEP CON 134.95

RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.

ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56' W81°20.10' 109° 36.4 NM to fld. 102/00E.

HIWAS.

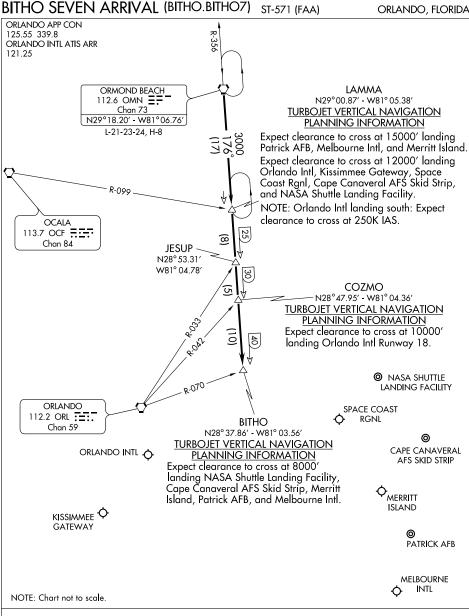
NDB (MHW) 247 COI N28°20.45' W80°41.31' at fld. NOTAM FILE PIE.

HIRL CL IAP. AD Rwy 5-23: 3001 X 75

JACKSONVILLE

H-81, L-24F

JACKSONVILLE L-24F IAP



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

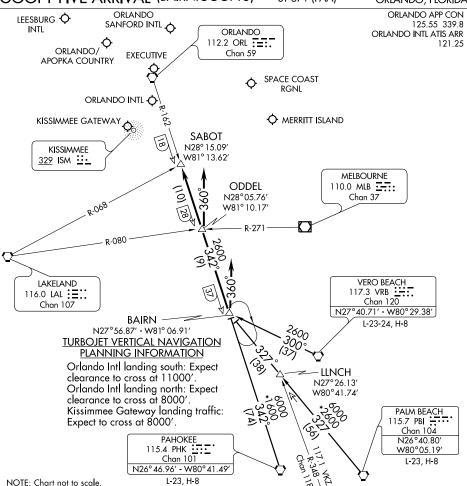
## COSTR TWO ARRIVAL (RNAV) (COSTR.COSTR2) 09239

21 OCT 2010 to 18 NOV 2010

ORLANDO, FLORIDA
ORLANDO INTL

NOTE: Chart not to scale.

21 OCT 2010 to 18 NOV 2010



PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT.

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN

INT. Thence. . . .

#### **ORLANDO INTL:**

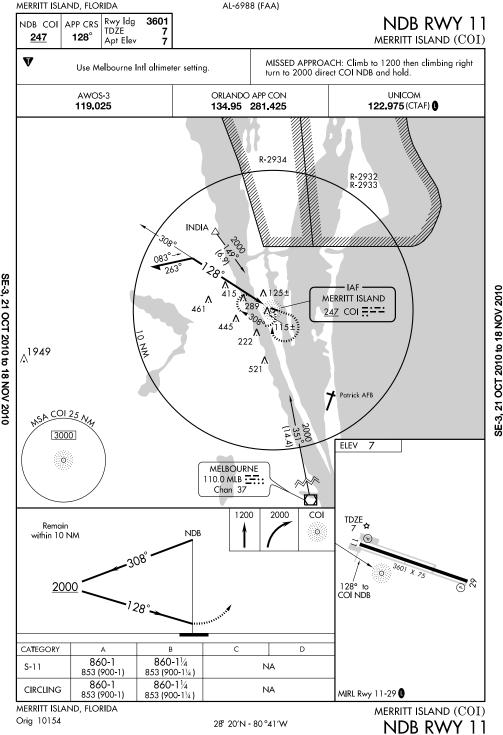
.... RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

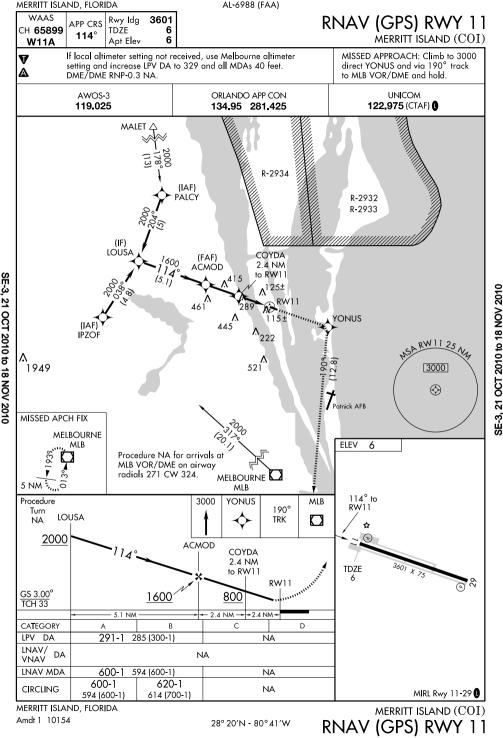
. . . . RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . . From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . . From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

21 OCT 2010 to 18 NOV 2010





MIAMI INTL 8 NW UTC-5(-4DT) N25°47.72′ W80°17.41′ (MIA) ΜΙΔΜΙ FUEL 100, JET A OX 1, 2, 3, 4 AOE Class I, ARFF Index E NOTAM FILE MIA H-81, L-23C, A R S4 RWY 09-27: H13000X150 (ASPH-GRVD) S-130, D-210, 2S-175, 2D-420 2D/2D2-850 CL IAP. AD

FLORIDA

RWY 08R-26L: H10506X200 (ASPH-GRVD) S-130, D-210, 2S-175, 2D-420 2D/2D2-850 RWY 08R: MALSR. TDZL. PAPI(P4L)-GA 3.0° TCH 77'. RWY 26L: MALSF. PAPI(P4L)-GA 3.0° TCH 73'. Rgt tfc. RWY 12-30: H9354X150 (ASPH-GRVD) S-130, D-210, 2S-175, 2D-420, 2D/2D2-850 CL RWY 12: MALSR. PAPI(P4R)-GA 3.0° TCH 72'. Tower.

RWY 30: MALS. PAPI(P4L)—GA 3.0° TCH 71'. Thid dsplcd 939'. Tree. RWY 08L-26R: H8600X150 (ASPH-GRVD) S-130, D-210, 2D-420 2D/2D2-850 RWY 08L: REIL. PAPI(P4L)-GA 3.0° TCH 60'

RWY 09: MALSR. PAPI(P4L)-GA 3.0° TCH 72'. Thid dsplcd 1350'. Railroad. Rgt tfc.

RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 71'. Thid dspicd 253'.

RWY 26R: REIL, PAPI(P4L)-GA 3.0° TCH 60' LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVBL RWY N9 12-30 9750

**RWY 12** 09-27 8100

RWY 09: TORA-13000 TODA-13000 ASDA-12747 TODA-9354 RWY 27: TORA-13000 TODA-13000 ASDA-13000

RWY 12: TORA-9354

RWY 30: TORA-9354 TODA-9354

RUNWAY DECLARED DISTANCE INFORMATION

WEATHER DATA SOURCES: ASOS (305) 870-0235, TDWR. COMMUNICATIONS: D-ATIS ARR 119.15 (305) 869-5445

R DEP CON 125.5 (090°-269°) 119.45 (270°-089°) AIRSPACE: CLASS B See VFR Terminal Area Chart. RADIO AIDS TO NAVIGATION: NOTAM FILE MIA. DOLPHIN (H) VORTAC 113.9

I-MFA

I-VIN

I-DCX

I-GEM

I-CNV

NOTAM FILE MIA WATERWAY NW-SE: 15000X600 (WATER)

I–ROY

I-MIA

I-BUL

(X44)2 E

COMMUNICATIONS: CTAF/UNICOM 122 8

CLNC DEL 135.35 120.35

KEYES NDB (LOM) 248

**ILS/DME** 110.3

**ILS/DME** 109.1

**ILS/DME** 108.9

ILS/DME 109.3

**ILS/DME** 109.3

MIAMI SPB

ILS 109.5

ILS 110.9 **ILS/DME** 111.7

R APP CON 124.85 (270°-089°) 120.5 (090°-269°) 125.75 TOWER 123.9 (090°-269°) 118.3 (270°-089°)

DHP

Rwy 09.

unusable byd 029° left of course (centerline).

Chan 40

Rwv 27, Class IA.

Chan 54

Chan 26

Chan 30

Chan 30

LDA-11397 ASDA-8579

See Special Notices—Continuous Power Facilities and U.S. Special Customs Requirement.

and unusable inside 1.2 NM/3.1 DME inbound. GS unusable for coupled apchs blo 500'.

Rwy 30.

Rwy 08L.

Rwy 26R.

UTC-5(-4DT) N25°46.70′ W80°10.22′

SEAPLANE REMARKS: Attended daigt hrs. Numerous watercraft and large passenger vessels in area.

LDA-8579 ASDA-8852

LDA-12747

from taxiing on Twy P east of Twy U. Acft with a wingspan greater than 143' are prohibited from using Twy AA. Inbound military flights notify prior notice 100 NM on freq 130.5. Rwy 08L touchdown rwy visual range avbl. Rwy 09 touchdown and midfield rwy visual range avbl. Rwy 26L touchdown rwy visual range avbl. Rwy 08R touchdown rwy visual range avbl. Rwy 27 touchdown rwy visual range avbl. All Turbojet acft use distant noise abatement dep profile from all rwys except A320, B727, B737-800, B767-400, and DC9 which should use close-in noise abatement profile. Rwy 27 thld lgts OTS indef. Ldg fee. All medical emergencies arrivals, with the exception of air ambulance flights, must secure doors until ARFF is on scene. ASDE-X surveillance system in use: pilots should operate transponders with mode C on all twys and rwys. Flight Notification Service (ADCUS) avbl. NOTE:

Chan 86 N25°48.00' W80°20.94'

MI N25°47.44′ W80°11.65′ 278° 5.2 NM to fld. SHUTDOWN.

LOM KEYES NDB. LOM SHUTDOWN.

Chan 28 Rwy 26L. Class IB. GS unusable for coupled apchs blo 385'.

Rwy 12. Class IA. LOC unusable byd 27° left of course.

LDA-7911

09-27 are in use. Birds on and invof arpt. PPR 3 hrs prior to all arrivals on the General Aviation Center (GAC) ramp. Ctc Ramp Control at 305-876-7550 E of Twy U. Acft with a wingspan greater than 170' are prohibited

AIRPORT REMARKS: Attended continuously. CLOSED to non-engine aircraft. Rwy 08L-26R CLOSED 0200-1100Z‡ when Rwy 08R-26L and Rwy 09-27 are in use. Rwy 12-30 CLOSED 0200-1100Z‡ when Rwys 08R-26L and Rwy

HIRL

CL

**UNICOM 123.0** 

HIWAS.

MIAMI

099° 3.2 NM to fld. 10/4W.

105

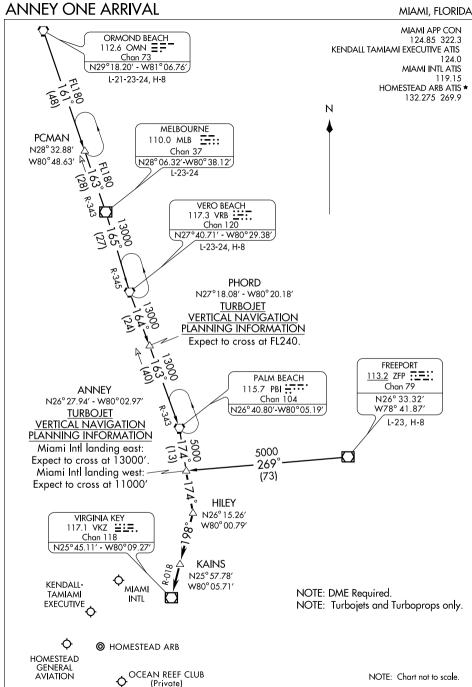
GND CON 127.5 (09-27-30) 121.8 (8L/8R/12/26L/26R)

D-ATIS DEP 133.675 (305) 869-5446

Rwy 08R. Class IA. LOC unusable beyond 20° either side of centerline

(LOC only) LOC unusable within 0.5 NM of thld.

LOC unusable byd 025° right of course. DME portion



21 OCT 2010 to 18 NOV 2010

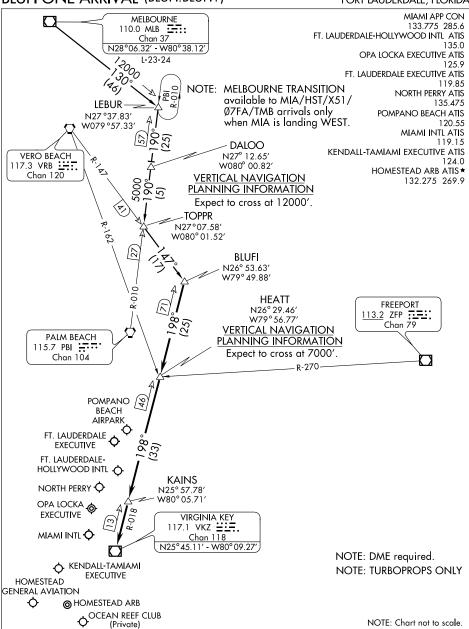
#### ARRIVAL ROUTE DESCRIPTION

ANNEY ONE ARRIVAL (ANNEY.ANNEY1)

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .

MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . . ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . . VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

21 OCT 2010 to 18 NOV 2010

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

NOTE: RNAV 1. NOTE: Radar required. NOTE: For non-GPS equipped aircraft, EYW

NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.

NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI, FLORIDA

21 OCT 2010 to 18 NOV 2010

CURSO TWO ARRIVAL (RNAV)

## ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JOPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

<u>Landing KFXE</u>: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

<u>Landing KFLL:</u> From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

<u>Landing KHWO:</u> From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°.

Landing KX51: From over MNNDY via 116° track to KX51.

Expect radar vectors to final approach course.

Landing K07FA: From over MNNDY via 123° track to K07FA.

<u>Landing KHST:</u> From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

### LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.

KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

WORPP

N25°53.61′ - W80°58.45′ TURBOJET VERTICAL NAVIGATION

PLANNING INFORMATION

Miami Intl Landing East: Expect

clearance to cross at 10000' and 250K.

Miami Intl Landing West: Expect

clearance to cross at 16000' and 280K.

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

 $\underline{\sf SARASOTA}$  TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . . From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

# CYPRESS FIVE ARRIVAL (CYY.CYY5) 08325

NOTE: Aircraft landing OPF:

NOTE: Chart not to scale.

CYPRESS FIVE available

to turbojet aircraft only.

21 OCT 2010 to 18 NOV 2010

SE-3.

OPA-LOCKA

EXECUTIVE

. MAMI

INTL

**HOMESTEAD** 

ര <sup>ARB</sup>

OCEAN REEF CLUB

(Private)

KENDALL-TAMIAMI

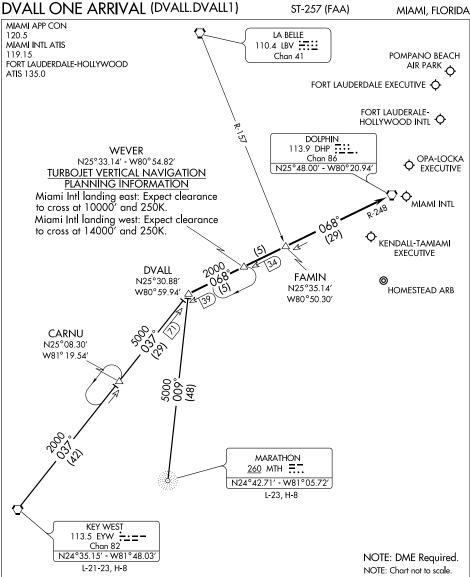
**EXECUTIVE** 

**HOMESTEAD** 

**GENERAL** 

AVIATION

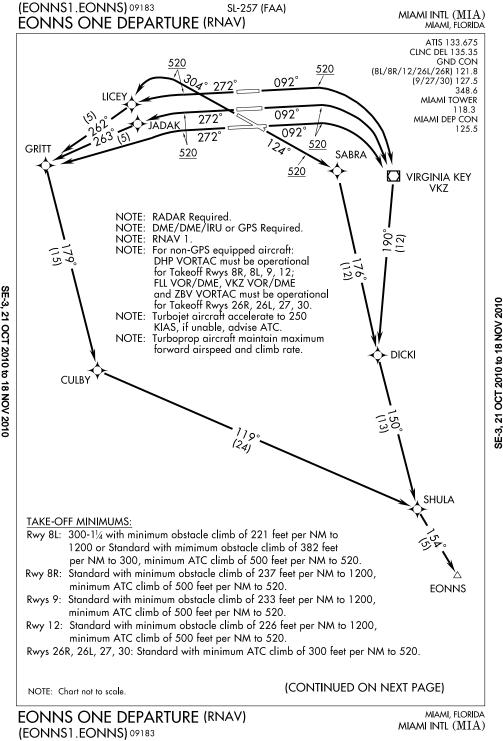
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KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037

to DVALL INT. Thence. . . . MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . .

. . . . From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.



### V

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to EONNS, thence. . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then right turn direct SABRA,

then via depicted route to EONNS, thence. . . . <u>TAKE-OFF RUNWAY 26R:</u> Climb heading 272° to 520, then left turn direct LICEY,

TAKE-OFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence. . . .

<u>TAKE-OFF RUNWAY 26L</u>: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to EONNS, thence. . . .

<u>TAKE-OFF RUNWAY 27</u>: Climb heading 272° to 520, then left turn direct GRITT, then left turn via track 179° to CULBY, then via depicted route to EONNS, thence. . . . <u>TAKE-OFF RUNWAY 30</u>: Climb heading 304° to 520, then left turn direct LICEY,

then via depicted route to EONNS, thence. . . . . . . . . . . . . . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed

altitude within 10 minutes after departure.

### TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL.
Glideslope Antenna 804' from DER, 501' right of centerline, 32' AGL/46'
MSL. Multiple Towers and Bldgs beginning 1350' from DER, 691' left of
centerline, up to 150' AGL/164' MSL.

NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL.

Antenna and Multiple Trees beginning 2719' from DER, 194' left of

centerline, up to 85' AGL/98' MSL.

NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.

Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL. NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL. Building and Tree beginning 1064' from DER, 118' right of

MSL. Building and Tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL.

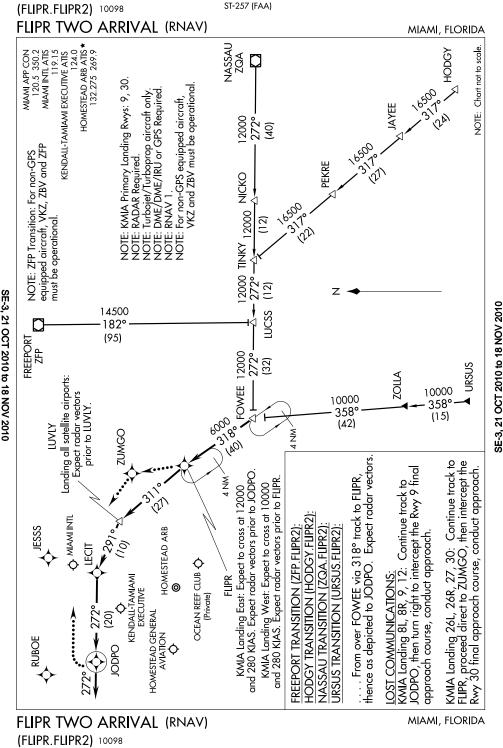
Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.

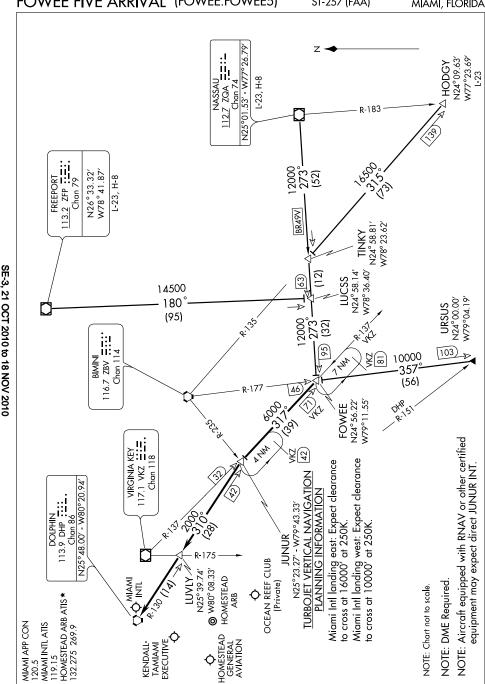
NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, Bldg, and Tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.

NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and Light Pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL

NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.





**FIVE ARRIVAL** (FOWEE.FOWEE5) MIAMI, FLORIDA

#### ARRIVAL DESCRIPTION

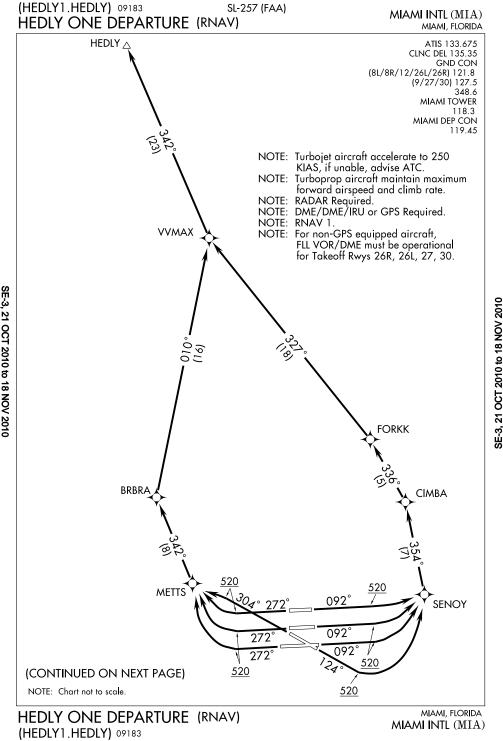
FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT.

HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . .

NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .

URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . .

. . . From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.



V

MIAMI, FLORIDA

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to HEDLY, thence. . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct SENOY,

then via depicted route to HEDLY, thence. . . . TAKE-OFF RUNWAYS 26R, 26L, 27: Climb heading 272° to 520, then right turn

direct METTS, then via depicted route to HEDLY, thence. . . . TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct METTS,

then via depicted route to HEDLY, thence. . . . . . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

#### TAKE-OFF MINIMUMS:

Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.

Rwys 8R, 9: Standard with minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

### TAKE-OFF OBSTACLES:

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NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL. Glideslope Antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple Towers and Bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.

NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL. Antenna and Multiple Trees beginning 2719' from DER, 194' left of centerline,

up to 85' AGL/98' MSL. NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.

Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.

NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL. Building and Tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL.

Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.

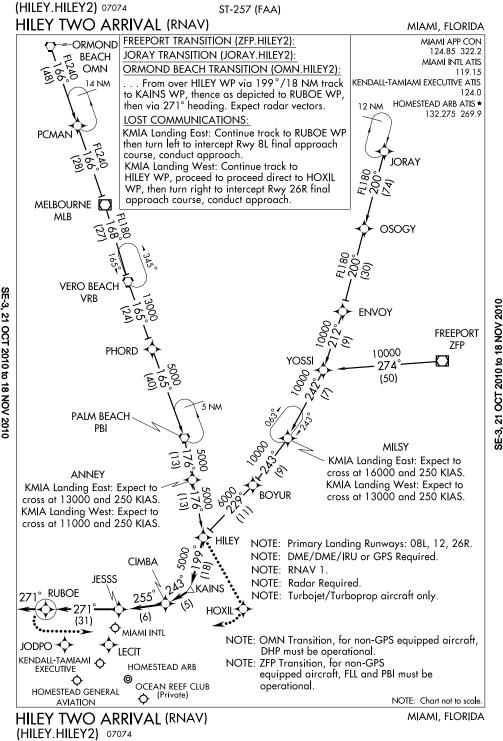
NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, Bldg, and Tower

beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL. NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306' from DER, 638' right of centerline,

up to 63' AGL/77' MSL. Tree and Light Pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.

NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.



#### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*		
DAYTONA BEACH, FL DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.		
HOLLYWOOD, FL				
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 27R departures.		
	HS 2	The hold line for Rwy 36L is also the hold line for Rwy 09R.		
	HS 3	Aircraft taxiing on Twy L westbound to depart on Rwy 18R-36L.		
MIAMI, FL				
MIAMI INTL (MIA)	HS 1	Short twy risk.		
	HS 2	Short twy risk.		
	HS 3	Rwy 27 and Rwy 30 wrong rwy departure risk.		
	HS 4	Short twy between rwys.		

ORLANDO, FL
ORLANDO SANFORD INTL (SFB) HS 1

ORLANDO SANFORD INTL (SFB)

HS 1

Twy C is beyond the Rwy 09C APCH hold sign and marking.

HS 2

Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.

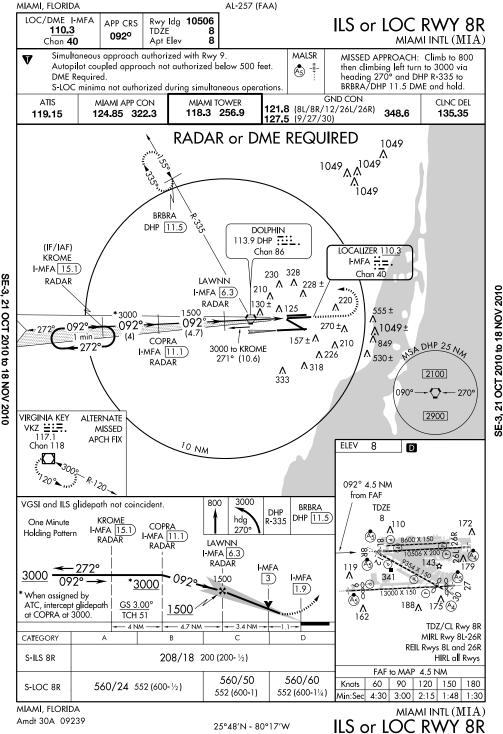
STUART, FL

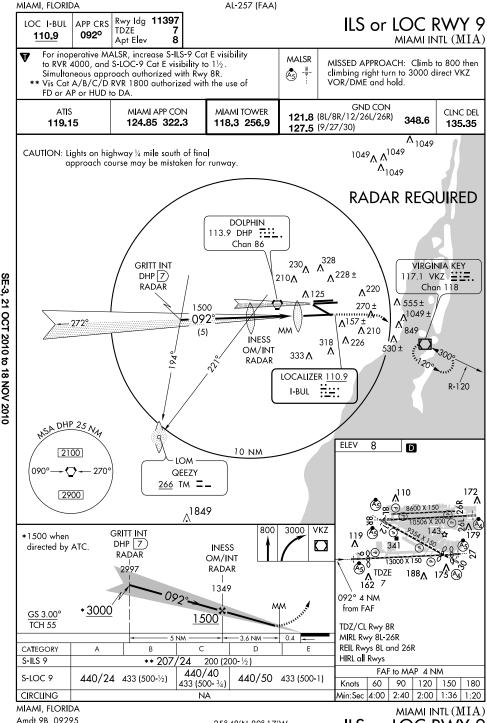
21 OCT 2010 to 18 NOV 2010

WITHAM FIELD (SUA) HS 1 Intersecting rwys, wrong rwy departure risk.

HS 2 Rwy 12 and Twy A1.

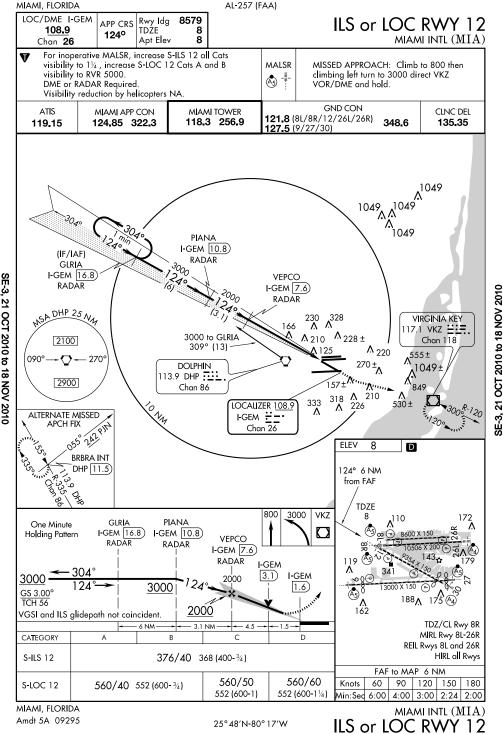
<sup>\*</sup>See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

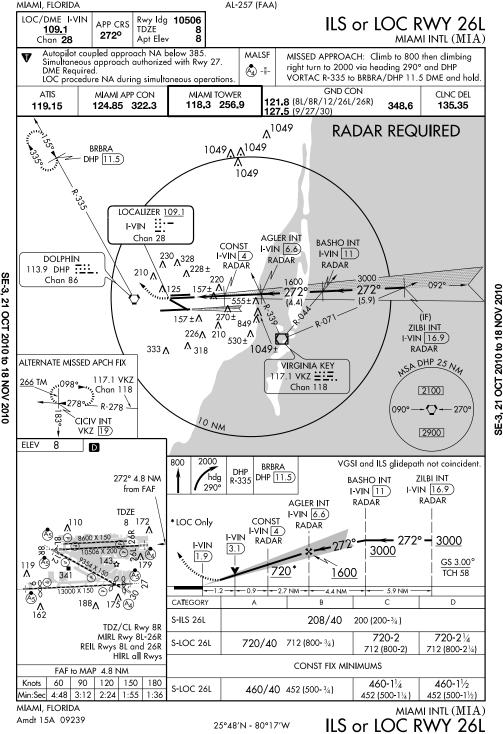


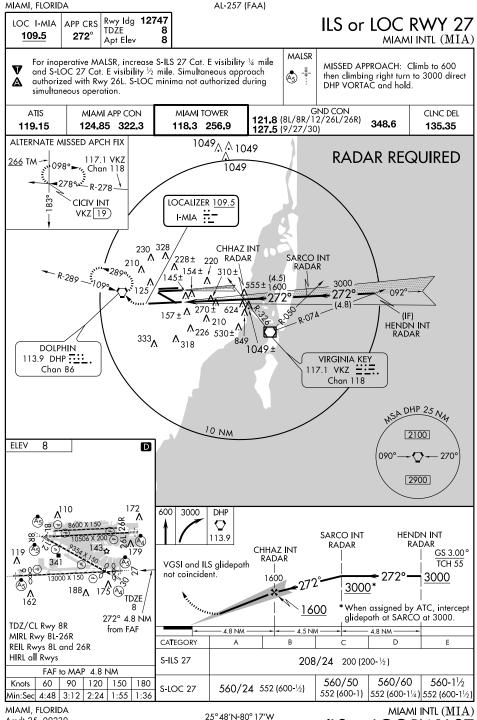


Amdt 9B 09295

ILS or LOC





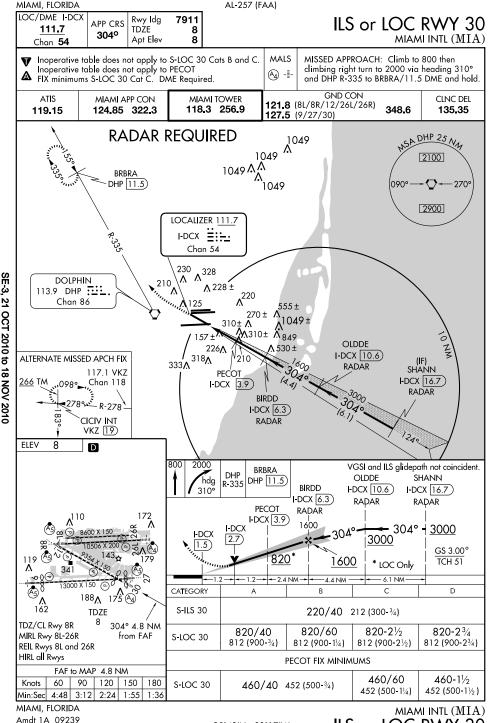


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SE-3,

21 OCT 2010 to 18 NOV 2010

ILS or LC



Amdt 1A 09239

ILS or LOC RWY 30

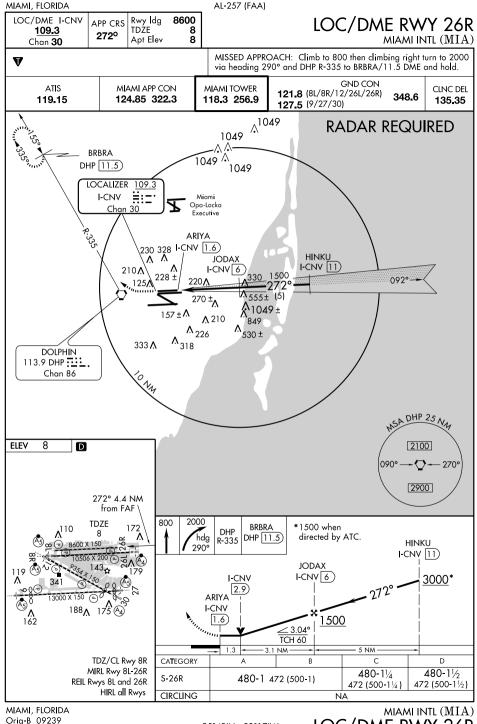
#### LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned.  The Aeronautical Information Manual contains specific details on hold-short operations and markings.					
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE		
DAYTONA BEACH, FL					
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet		
	16	07L-25R	2,900 feet		
FORT LAUDERDALE, FL					
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet		
	31	08-26	3,250 feet		
JACKSONVILLE, FL		44.00			
CRAIG MUNI (CRG)	05	14-32	3,600 feet		
LAKELAND, FL	14	05-23	3,650 feet		
LAKELAND, FL LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet		
LAKELAND LINDER RONE (LAL)	09	05-23	6,000 feet		
MIAMI, FL	03	00 20	0,000 leet		
MIAMI INTL (MIA)	09	12-30	9,750 feet		
,	12	09-27	8,100 feet		
ORLANDO, FL			.,		
EXECUTIVE (ORL)	25	13-31	4,170 feet		
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet		
(- ,	09C	18-36	3,150 feet		
	18	09R-27L	4,624 feet		
	27L	18-36	5,760 feet		
	36	09L-27R	5,300 feet		
POMPANO BEACH, FL					
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet		
	15	10-28	3,800 feet		
ST. PETERSBURG-CLEARWATER, FL					
ST. PETERSBURG-CLEARWATER INTL		22.27	40004		
(PIE)	04	09-27	4,286 feet		
	09	04-22	4,733 feet		
	17L	04-22	7,557 feet		
	22 35R	17L-35R 09-27	4,514 feet 3,405 feet		
SARASOTA (BRADENTON), FL	33K	05-27	3,403 leet		
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet		
TAMBA EL					
TAMPA, FL TAMPA INTL (TPA)	18L	09-27	5,650 feet		
TAMPA INTE (TPA)	27	18L-36R	4,350 feet		
TITUSVILLE, FL	21	102 0010	4,550 1661		
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet		
0. 7.62 007.61 No.12 (1.11.)	36	09-27	3,750 feet		
VERO BEACH, FL			.,		
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet		
WEST PALM BEACH,					
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet		
, ,	14	10L-28R	4,370 feet		
	28R	14-32	3,725 feet		
	-		-,		

21 OCT 2010 to 18 NOV 2010

LOC/DME RWY 8L

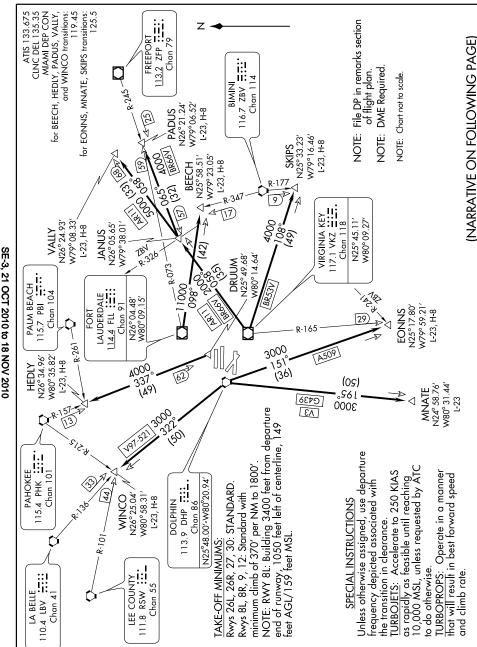


Orig-B 09239

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME RWY 26R

# **DEPARTURE**



MIAMI NINE **DEPARTURE** 

SE-3, 21 OCT 2010 to 18 NOV 2010

# MIAMI NINE DEPARTURE

V

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on heading as assigned by ATC.

NOTE: Rwy 26L, 26R, 30: If assigned left turn climb runway heading to 600' before left turn.

NOTE: Rwy 27: If assigned right turn climb runway heading to 600' before right turn.

ALL aircraft maintain 5000 feet or assigned lower altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure. Unless otherwise assigned, departure frequency for North transitions (WINCO, HEDLY, VALLY, PADUS and BEECH) use 119.45, South transitions (SKIPS, EONNS, and MNATE) use 125.5.

<u>BEECH TRANSITION (MIA9.BEECH)</u>: From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.

EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC

R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX

via PHK R-157 to HEDLY INT. Thence as filed.

MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.

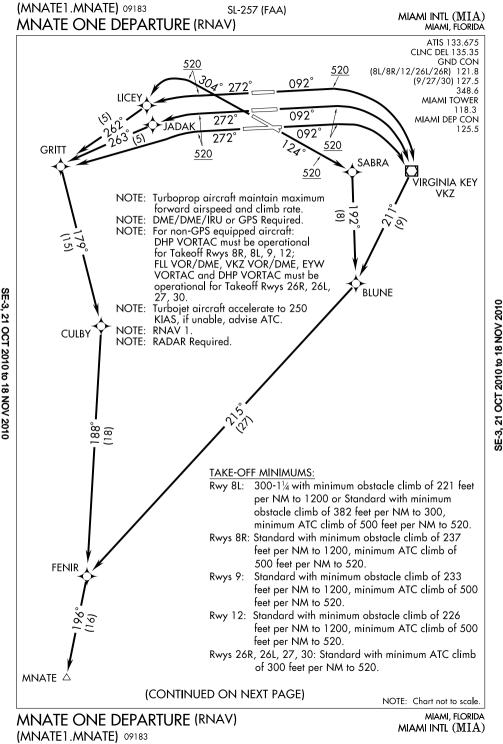
<u>PADUS TRANSITION (MIA9.PADUS):</u> From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed.

SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via

VKZ R-108 to SKIPS INT. Thence as filed.

VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.

WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.



## V

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L, 8R, 9: Climb heading 092° to 520', then right turn direct VKZ

VOR/DME, then via depicted route to MNATE, thence. . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520', then direct SABRA, then via depicted route to MNATE, thence. . . .

TAKE-OFF RUNWAY 26R: Climb heading 272° to 520', then direct LICEY, then via depicted route to MNATE, thence. . .

TAKE-OFF RUNWAY 26L: Climb heading 272° to 520', then left turn direct JADAK, then via

depicted route to MNATE, thence. . . . TAKE-OFF RUNWAY 27: Climb heading 272° to 520', then left turn direct GRITT, then via

depicted route to MNATE, thence. . . . TAKE-OFF RUNWAY 30: Climb heading 304° to 520', then left turn direct LICEY, then via

depicted route to MNATE, thence. . . .

. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

#### TAKE-OFF OBSTACLES:

SE-3, 21 OCT 2010 to 18 NOV 2010

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.

NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' left of centerline,

up to 85' AGL/98' MSL. NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.

NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.

NOTE: Rwy 26R, Tower, building, multiple light poles and trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower

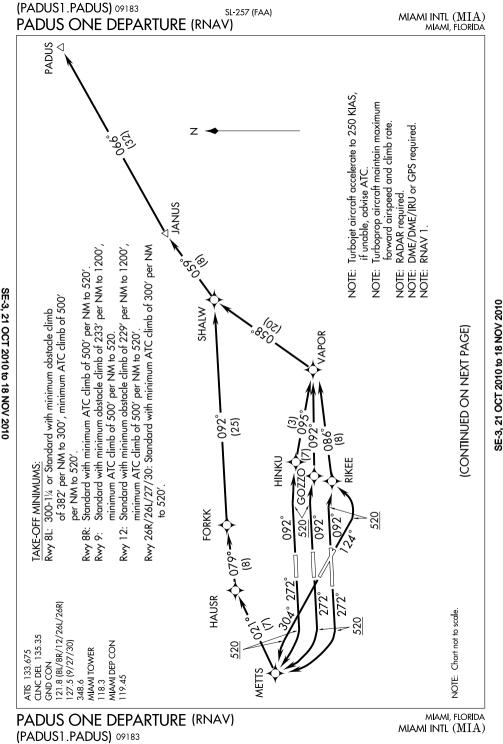
beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL. NOTE: Rwy 26L, Tower and multiple trees beginning 1306' from DER, 638' right of centerline,

left of centerline, up to 61' AGL/75' MSL. NOTE: Rwy 27, Railroad, tree, and multiple light poles beginning 750' from DER, 94' left

up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568'

of centerline, up to 62' AGL/76' MSL.

NOTE: Rwy 30, Pole, multiple towers and trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.



# PADUS ONE DEPARTURE (RNAV)

MIAMI, FLORIDÁ



#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L: Climb heading 092° to 520', then right turn direct HINKU, then via depicted route to PADUS, thence. . . .

TAKE-OFF RUNWAY 8R: Climb heading 092° to 520', then right turn direct

GOZZO, then via depicted route to PADUS, thence. . . .

TAKE-OFF RUNWAY 9: Climb heading 092° to 520', then right turn direct

RIKEE, then via depicted route to PADUS, thence. . . . TAKE-OFF RUNWAY 12: Climb heading 124° to 520', then left turn direct

RIKEE, them via depicted route to PADUS, thence. . . TAKE-OFF RUNWAY 26L, 26R, 27: Climb heading 272° to 520', then right turn direct METTS, then via depicted route to PADUS, thence. . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520', then left turn direct METTS, then via depicted route to PADUS, thence. . . .

. . . Maintain 5000' or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

#### **TAKE-OFF OBSTACLES:**

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline,

NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' left of centerline,

up to 85' AGL/98' MSL. NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.

up to 150' AGL/164' MSL.

NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' right of centerline, up to

94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL. NOTE: Rwy 26R, Tower, building, multiple light poles and trees beginning 741' from DER,

1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.

NOTE: Rwy 26L, Tower and multiple trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.

NOTE: Rwy 27, Railroad, tree, and multiple light poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.

NOTE: Rwy 30, Pole, multiple towers and trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

transitions use 119 45

SE-3, 21 OCT 2010 to 18 NOV 2010

## DEPARTURE ROUTE DESCRIPTION

<u>TAKE-OFF RUNWAY 8R:</u> Intercept DHP VORTAC R-091 to POTTR INT. Thence

TAKE-OFF RUNWAYS 9 and 12: Turn left to intercept DHP VORTAC

R-091 to POTTR INT. Thence....
.... turn left heading 060°. Expect radar vectors to appropriate transition. All aircraft maintain 5000′ or assigned lower altitude. Expect further clearance to filed altitude ten (10) minutes after departure. Unless otherwise assigned, departure frequency for BEECH, HEDLY, PADUS, VALLY and WINCO

<u>BEECH TRANSITION (POTTR3.BEECH):</u> From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.

R-098 to BEECH INT. Thence as filed.
HEDLY TRANSITION (POTTR3.HEDLY): From over DRUUM DME FIX via PHK

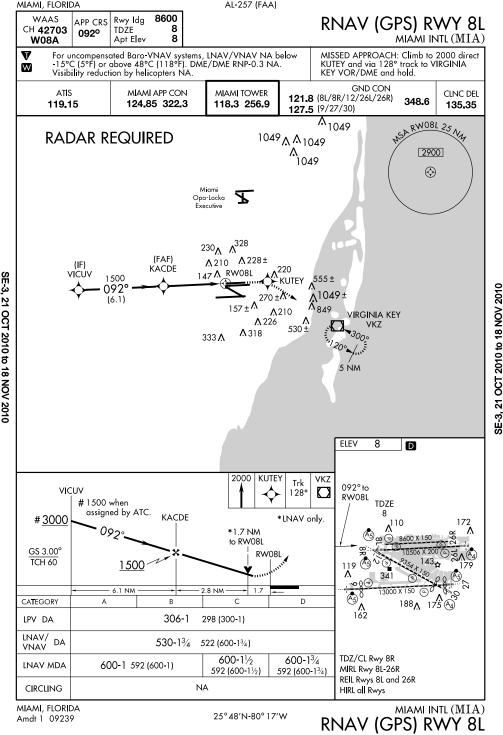
VORTAC R-157 to HEDLY INT. Thence as filed.

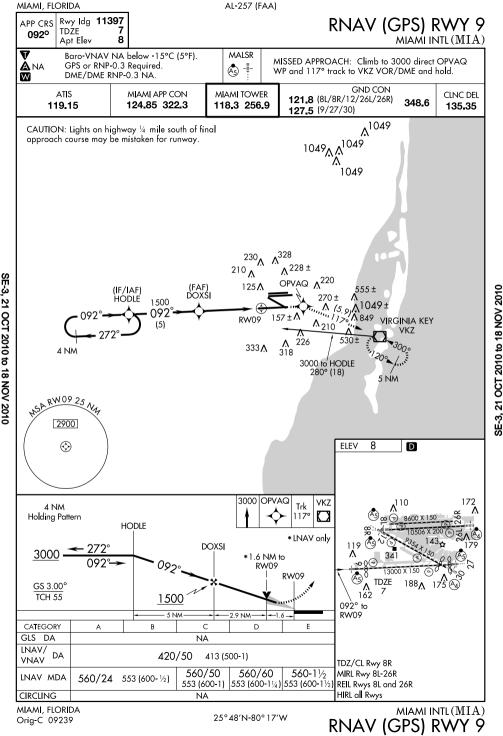
PADUS TRANSITION (POTTR3.PADUS): From over VKZ VOR/DME via VKZ
R-058 to JANUS INT and ZFP VOR/DME R-245 to PADUS DME FIX. Thence as filed.

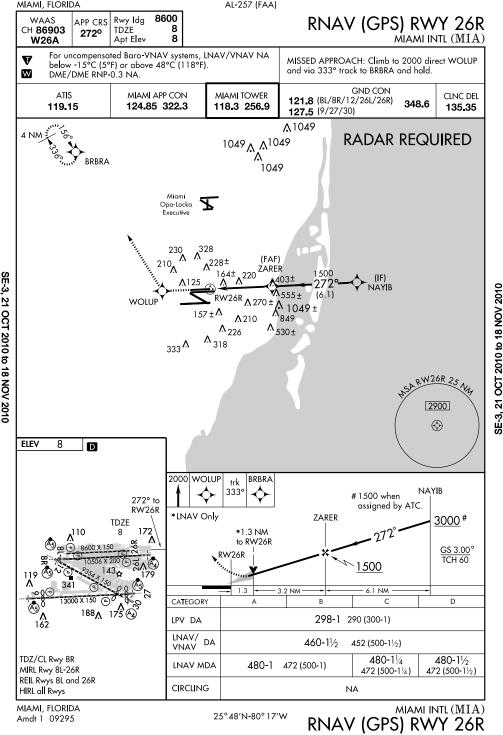
VALLY TRANSITION (POTTR3.VALLY): From over VKZ VOR/DME via VKZ R-0.58 to VALLY DME FIX. Thence as filed.

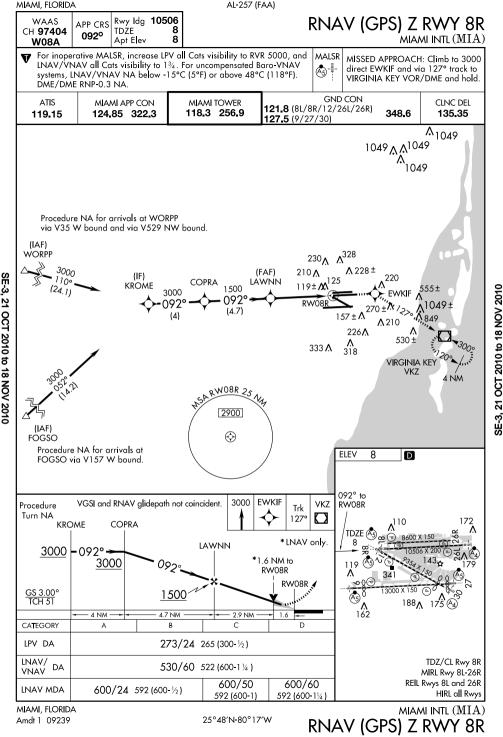
R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (POTTR3.WINCO): From over DHP VORTAC via DHP

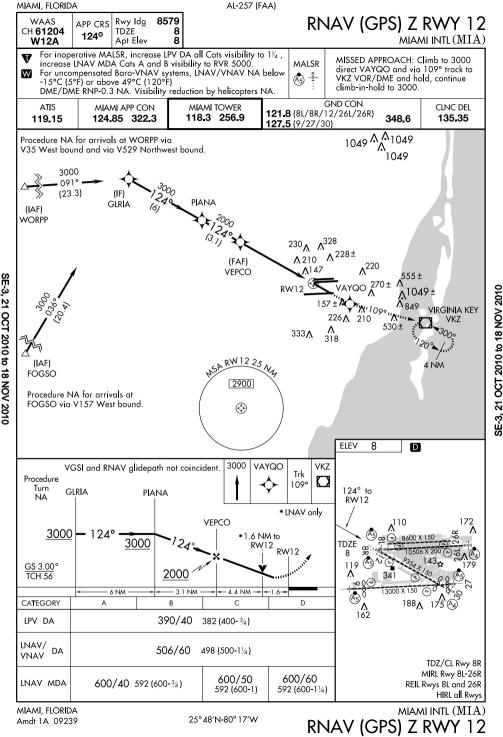
R-322 to WINCO INT. Thence as filed.

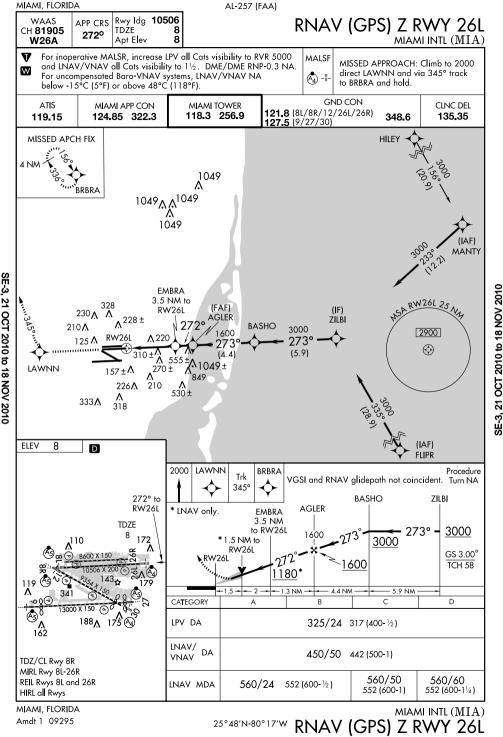


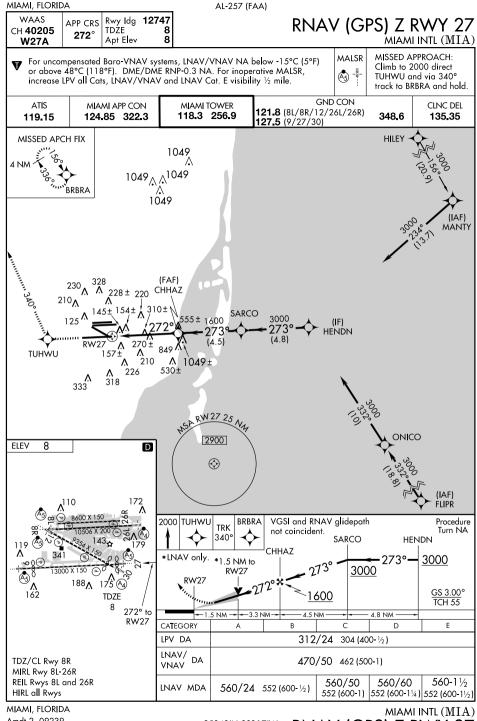








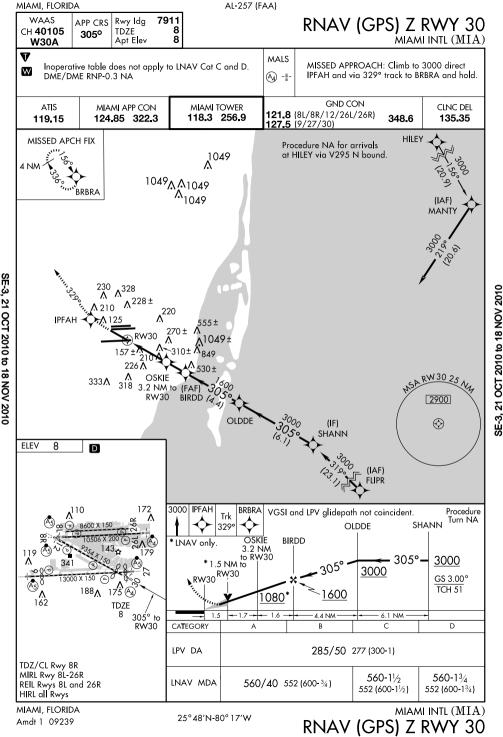


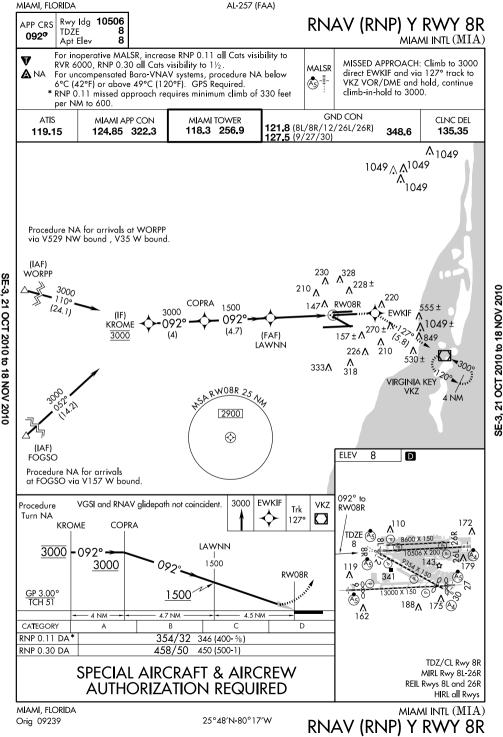


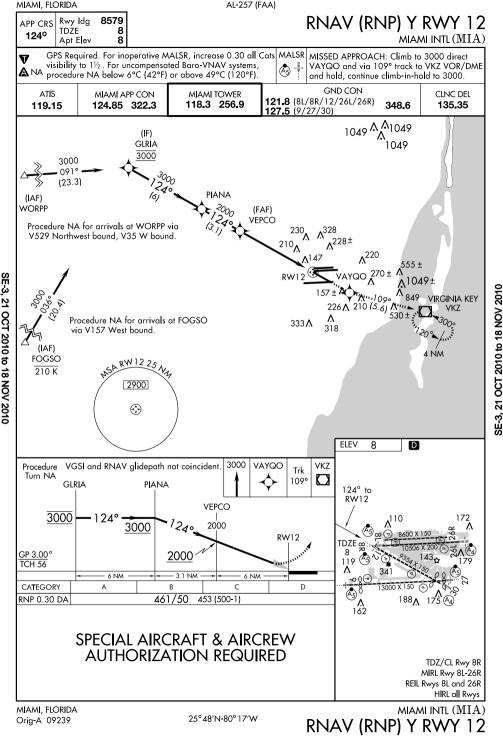
Amdt 2 09239

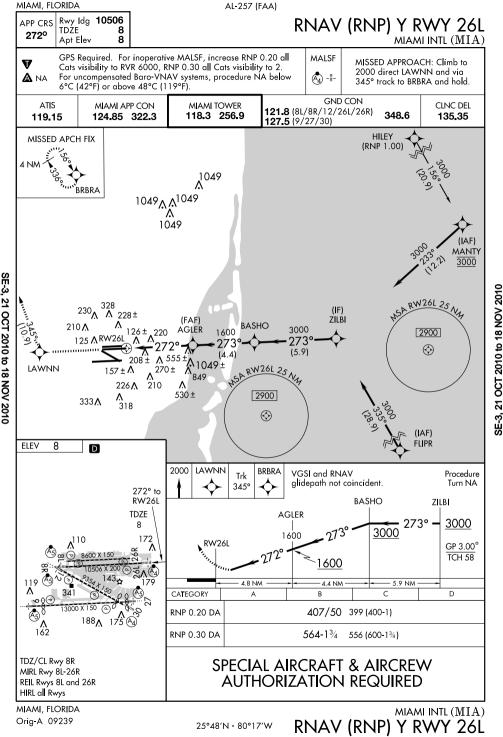
21 OCT 2010 to 18 NOV 2010

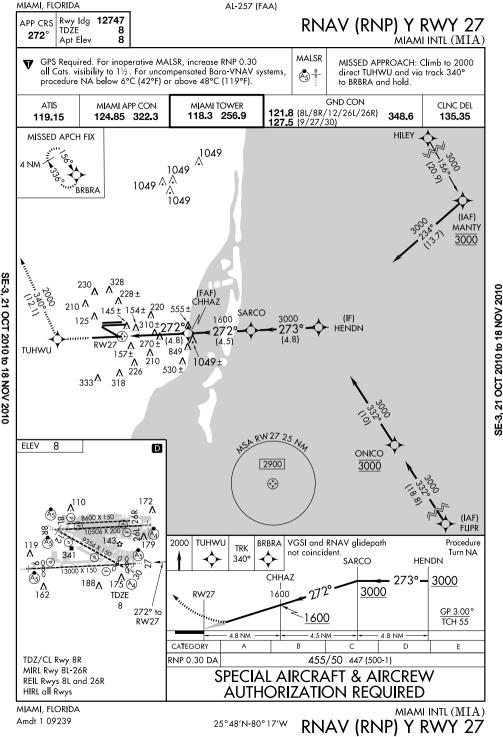
RNAV (GPS) Z RWY 27

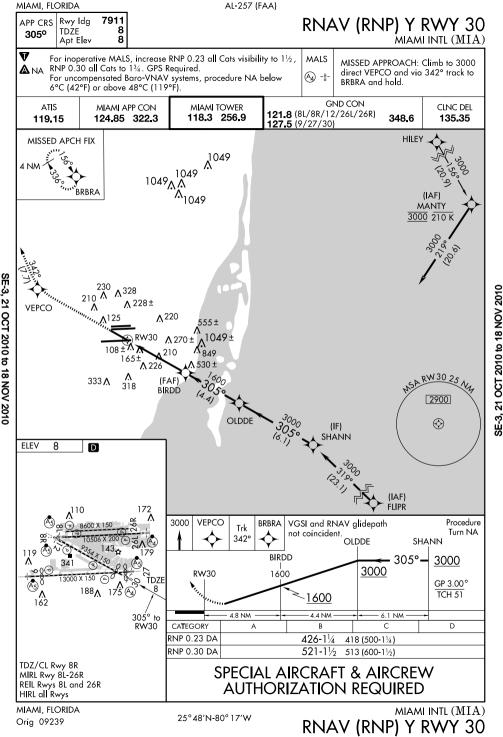












SE-3, 21 OCT 2010 to 18 NOV 2010

### V

### DEPARTURE ROUTE DESCRIPTION

SL-257 (FAA)

TAKE-OFF RUNWAY 8L, 8R, 9: Climb heading 092° to 520, then right turn direct

VKZ VOR/DME, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then direct SABRA,

then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to SKIPS, thence . . .

TAKE-OFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct

JADAK, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 27: Climb heading 272° to 520, then left turn direct

GRITT, then left turn via track 179° to CULBY, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct LICEY, then via depicted route to SKIPS, thence . . . .

. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

#### TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL. Glideslope Antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple Towers and Bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.

NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL. Antenna and Multiple Trees beginning 2719' from DER, 194' left of

centerline, up to 85' AGL/98' MSL. NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.

Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL. NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28'

MSL. Building and Tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.

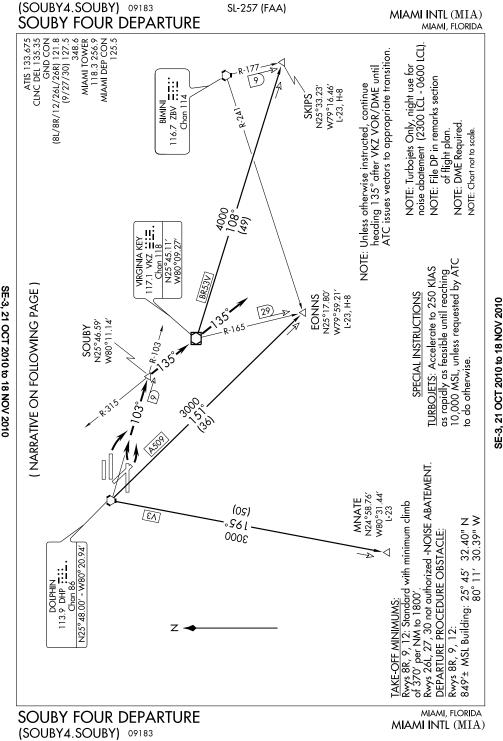
NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, Bldg, and Tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.

NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and Light Pole beginning 1773'

from DER, 568' left of centerline, up to 61' AGL/75' MSL. NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750' from DER, 94' left

of centerline, up to 62' AGL/76' MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.



SOUBY FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

SL-257 (FAA)

TAKE-OFF RUNWAYS 8R and 9: Turn right. Thence....

TAKE-OFF RUNWAY 12: Turn left. Thence....

....intercept DHP R-103 to SOUBY INT/DHP 9 DME, then turn right via VKZ R-315 to VKZ VOR/DME. Thence via heading 135°. Expect radar vectors to appropriate transition. All aircraft maintain 5000' or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure. Unless otherwise assigned, departure frequency for SKIPS, EONNS, and MNATE transitions use 125.5.

EONNS TRANSITION (SOUBY4.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.

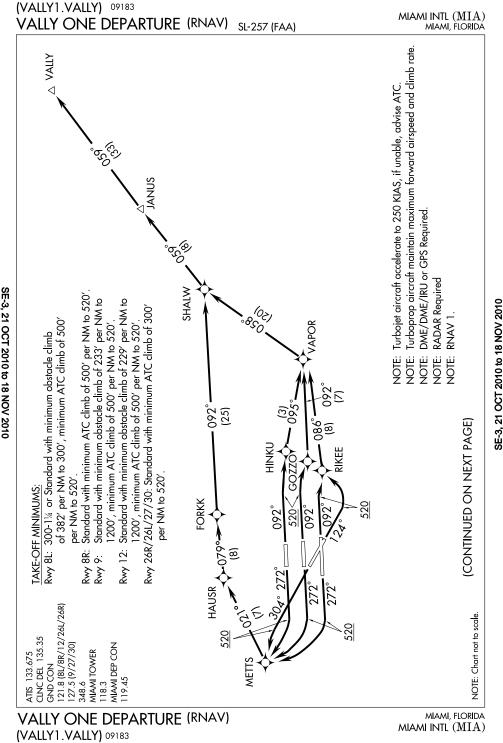
MNATE TRANSITION (SOUBY4.MNATE): Intercept the DHP VORTAC

R-195 to MNATE DME FIX. Thence as filed. SKIPS TRANSITION (SOUBY4.SKIPS): Intercept the VKZ VOR/DME R-108

to SKIPS INT. Thence as filed.

# SSCOT ONE ARRIVAL (RNAV) (SSCOT.SSCOT1) 08325

SE-3, 21 OCT 2010 to 18 NOV 2010



#### V

SE-3, 21 OCT 2010 to 18 NOV 2010

### DEPARTURE ROUTE DESCRIPTION

SL-257 (FAA)

TAKE-OFF RUNWAY 8L: Climb heading 092° to 520, then right turn direct

HINKU, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 8R: Climb heading 092° to 520, then right turn direct

GOZZO, then via depicted route to VALLY, thence . . . .

TAKE OEE DININAAY O. Climb banding 0000 to 500 d

TAKE-OFF RUNWAY 9: Climb heading 092° to 520, then right turn direct

RIKEE, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct

RIKEE, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 26R, 26L, 27: Climb heading 272° to 520, then right turn direct

METTS, then via depicted route to VALLY, thence . . . . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct

METTS, then via depicted route to VALLY, thence . . . .

.... Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

### TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL.
Glideslope Antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL.
Multiple Towers and Bldgs beginning 1350' from DER, 691' left of centerline,
up to 150' AGL/164' MSL.

NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL.

Antenna and Multiple Trees beginning 2719' from DER, 194' left of centerline,

up to 85' AGL/98' MSL.
NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.

Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.

NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL.

Building and Tree beginning 1064' from DER, 118' right of centerline, up to

94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL. NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741' from DER,

1' right of centerline, up to 66' AGL/80' MSL. Pole, Bldg, and Tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.

NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and Light Pole beginning 1773' from DER, 568'

left of centerline, up to 61' AGL/75' MSL.

NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750' from DER, 94' left

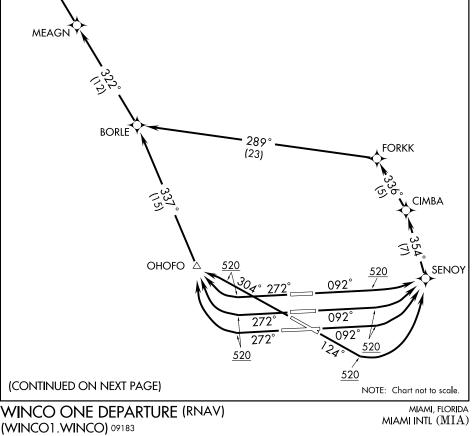
of centerline, up to 62' AGL/76' MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414' from DER, 189' right of

centerline, 52' AGL/66' MSL.

centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of

SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . . TAKE-OFF RUNWAYS 26R, 26L, 27: Climb heading 272° to 520, then right turn

direct OHOFO, then via depicted route to WINCO, thence. . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct OHOFO, then via depicted route to WINCO, thence. . . .

. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

### TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL. Glideslope Antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple Towers and Bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.

NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL. Antenna and Multiple Trees beginning 2719' from DER, 194' left of centerline,

up to 85' AGL/98' MSL. NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.

Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL. NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL.

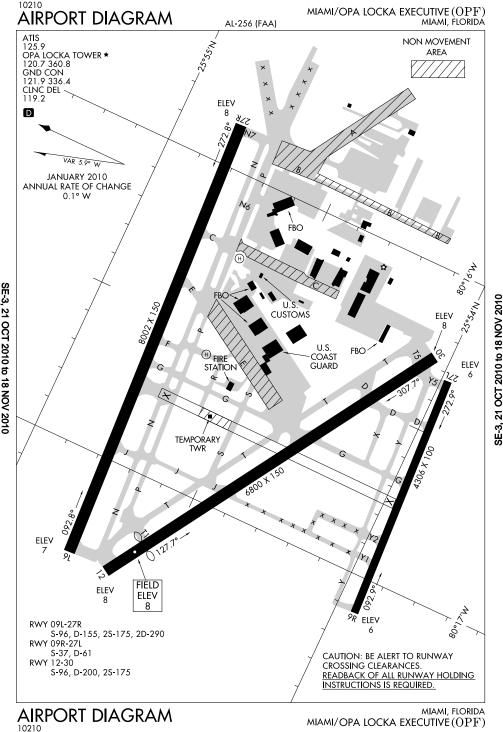
Building and Tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.

NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, Bldg, and Tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.

NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and Light Pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.

NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.



106 **FLORIDA** 

S4 FUEL 100LL, JET A

#### RWY 09L-27R: H8002X150 (ASPH-GRVD) S-96, D-155, 2S-175, 2D-290 RWY 09L: MALSR, VASI(V4L)-GA 3.0° TCH 52'. Residential RWY 27R: MALS. VASI(V4L)-GA 3.0° TCH 52'. Trees. Rgt tfc. Area RWY 12-30: H6800X150 (ASPH-GRVD) S-96, D-200, 2S-175

ASDA-8202

ASDA-8202

ASDA-4306 LDA-4306

ASDA-7000 LDA-6000

ASDA-4306 LDA-4306

ft and abv in the OPA LOCKA arpt tfc area provided by MIAMI app con. Specific tfc patterns are published for

Notification Service (ADCUS) avbl 1400-0200Z±, NOTE: See Special Notices—U.S. Special Customs

GND CON 121.9

TPA-1008 (1000) LRA NOTAM FILE OPF

LDA-8002

LDA-8002

**CLNC DEL** 119.2

**OPA-LOCKA EXECUTIVE** (OPF) 10 N UTC-5(-4DT) N25°54.42′ W80°16.70′

RWY 09R-27L: H4306X100 (ASPH)

HIRL

S-37, D-61 MIRL RWY 09R: VASI(V4L)-GA 3.0° TCH 26', Rgt tfc.

RWY 12: MALSR. PAPI(P4L)-GA 3.0° TCH 50'. Thid dspicd 800'.

RWY 27L: PAPI(P4L)—GA 3.0° TCH 50'.

RWY 30: PAPI(P4L)-GA 3.0° TCH 50'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09L: TORA-8002 TODA-8202 RWY 09R: TORA-4306 TODA-4306

RWY 12: TORA-6800 TODA-7800

RWY 27L: TORA-4306 TODA-4306 RWY 27R: TORA-8002 TODA-8202

RWY 30: TORA-6800 TODA-7000 ASDA-7000 LDA-6800 AIRPORT REMARKS: Attended continuously, Rwy 09L-27R CLOSED SS-1200Z‡ except with 30 minutes PPR to activate rwy lgts. Birds

invof arpt. Dual tfc patterns for helicopters and fixed wing acft in use Rwy 09R-27L. Banner towing invof arpt. Noise sensitive arpt. Flight training is limited to acft 40.000 pounds max gross tkf weight and blo and only between 1200-0200Z‡. Rwy 12-30 limited by arpt manager to

movement areas. When twr clsd, ACTIVATE MALSR Rwy 09L and Rwy 12 and MALS Rwy 27R, HIRL Rwy 12-30—CTAF. HIRL 09L-27R is ACTIVIATED thru arpt manager 305-869-1600 with 30 min prior notice. Flight

Requirement. WEATHER DATA SOURCES: ASOS (305) 681-4063, LAWRS.

COMMUNICATIONS: CTAF 120.7 ATIS 125.9

(R) MIAMI APP/DEP CON 128.6 (4000' and below) TOWER 120.7 118.6 (1200-0200Z±)

AIRSPACE: CLASS D svc 1200-0200Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.

DOLPHIN (H) VORTAC 113.9 DHP Chan 86 N25°48.00′ W80°20.94′

ILS 110.5 I-OPF Rwy 09L. (LOC unmonitored when twr clsd).

ILS/DME 111.35 I-PLJ Chan 50(Y) Rwy 27R. Class IA.

ILS/DME 111.55 I-OLX Chan 52(Y) Rwv 12.

IAP. AD 8002 X 150 Residential Area

MIAMI

H-81, L-23C, A

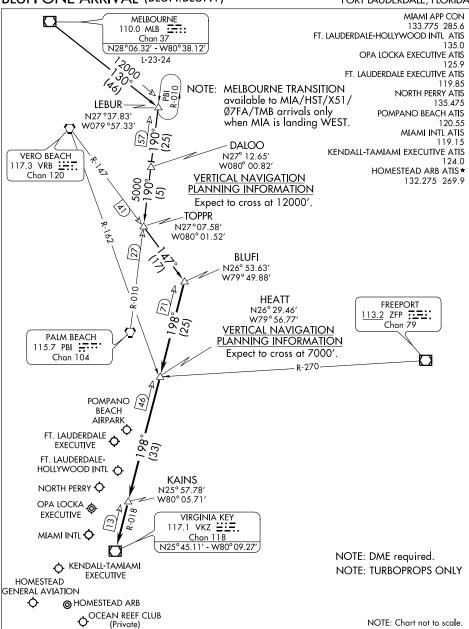
155,000 lbs dual wheel gear. VFR acft arriving OPA LOCKA arpt enter arpt tfc area blo 2000 ft; air tfc svc 2000

helicopters and fixed wing tfc; compliance is mandatory. Obtain this information from twr or fixed base operator or arpt manager; or req specific tfc pattern instruction on initial ctc. Helicopters arriving and departing helipads avoid flying over parked or taxiing acft. Twy E between Twy G and Twy P. Twy C and Twy B. south of Twy P are non

COMM/NAV/WEATHER REMARKS: Initial ctc for Tower on 120.7 for rwy procedure and frequency assignment.

035° 7.5 NM to fld. 10/4W. HIWAS.

MID FLORIDA AIR SERVICE (See FUSTIS)



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

21 OCT 2010 to 18 NOV 2010

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

NOTE: RNAV 1. NOTE: Radar required. NOTE: For non-GPS equipped aircraft, EYW

NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.

NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI, FLORIDA

21 OCT 2010 to 18 NOV 2010

CURSO TWO ARRIVAL (RNAV)

### ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JOPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

<u>Landing KFXE</u>: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

<u>Landing KFLL:</u> From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

<u>Landing KHWO:</u> From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°.

Landing KX51: From over MNNDY via 116° track to KX51.

Expect radar vectors to final approach course.

Landing K07FA: From over MNNDY via 123° track to K07FA.

<u>Landing KHST:</u> From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

### LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.

KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

WORPP

N25°53.61′ - W80°58.45′ TURBOJET VERTICAL NAVIGATION

PLANNING INFORMATION

Miami Intl Landing East: Expect

clearance to cross at 10000' and 250K.

Miami Intl Landing West: Expect

clearance to cross at 16000' and 280K.

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

 $\underline{\sf SARASOTA}$  TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . . From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

## CYPRESS FIVE ARRIVAL (CYY.CYY5) 08325

NOTE: Aircraft landing OPF:

NOTE: Chart not to scale.

CYPRESS FIVE available

to turbojet aircraft only.

21 OCT 2010 to 18 NOV 2010

SE-3.

OPA-LOCKA

EXECUTIVE

. MAMI

INTL

**HOMESTEAD** 

ര <sup>ARB</sup>

OCEAN REEF CLUB

(Private)

KENDALL-TAMIAMI

**EXECUTIVE** 

**HOMESTEAD** 

**GENERAL** 

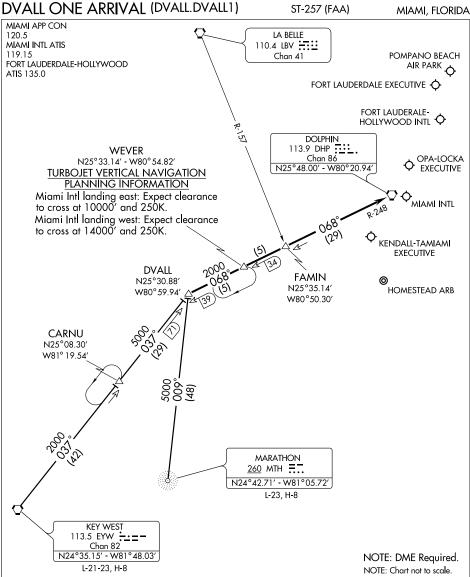
AVIATION

O

ONE ARRIVAL 08157

FORT LAUDERDALE, FLORIDA

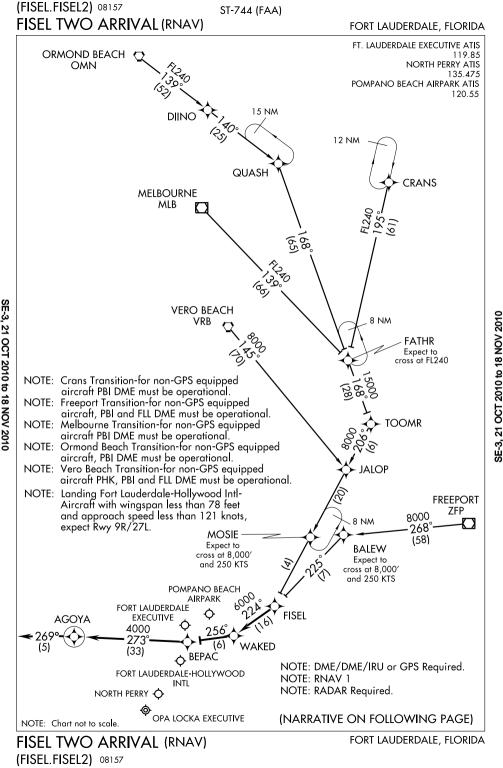
SE-3, 21 OCT 2010 to 18 NOV 2010



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037

to DVALL INT. Thence. . . . MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . .

. . . . From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.



(FISEL.FISEL2) 06271 ST-744 (FAA) FISEL TWO ARRIVAL (RNAV) FORT LAUDERDALE, FLORIDA

### ARRIVAL ROUTE DESCRIPTION

CRANS TRANSITION (CRANS.FISEL2): FREEPORT TRANSITION (ZFP.FISEL2):

MELBOURNE TRANSITION (MLB.FISEL2):

ORMOND BEACH TRANSITION (OMN.FISEL2): VERO BEACH TRANSITION (VRB.FISEL2):

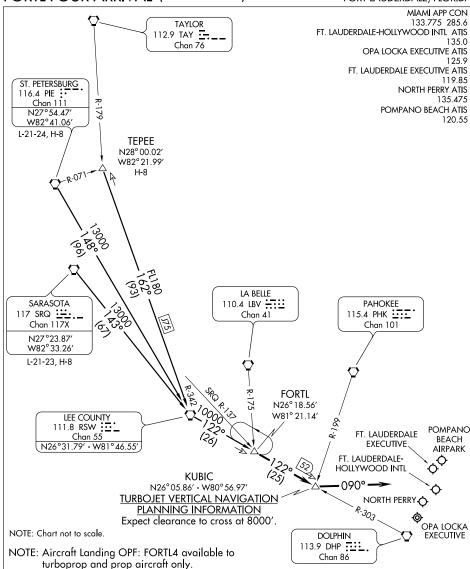
From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3, 21 OCT 2010 to 18 NOV 2010



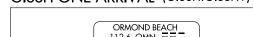
ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

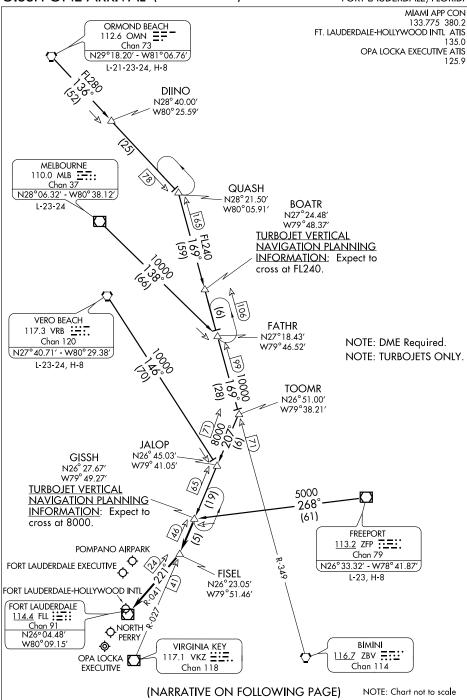
SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

.From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

21 OCT 2010 to 18 NOV 2010





21 OCT 2010 to 18 NOV 2010

### ARRIVAL DESCRIPTION

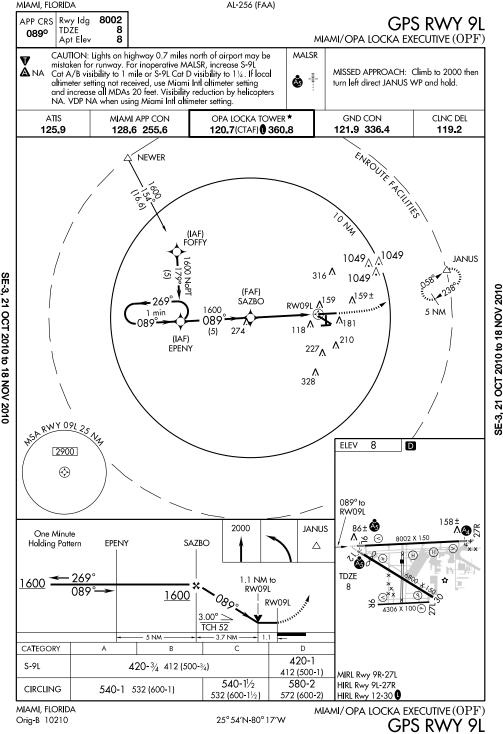
FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

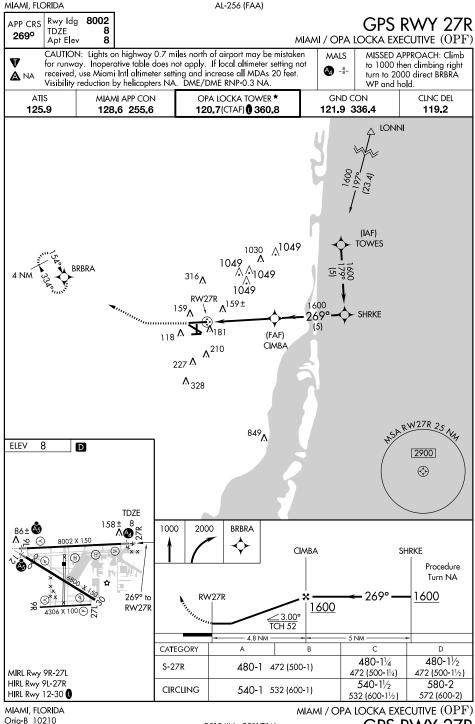
MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . . From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

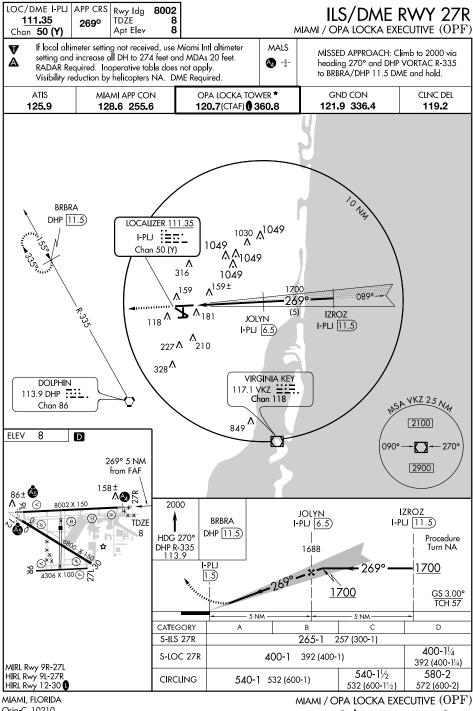




Orig-B 10210

SE-3, 21 OCT 2010 to 18 NOV 2010

**GPS RW** 

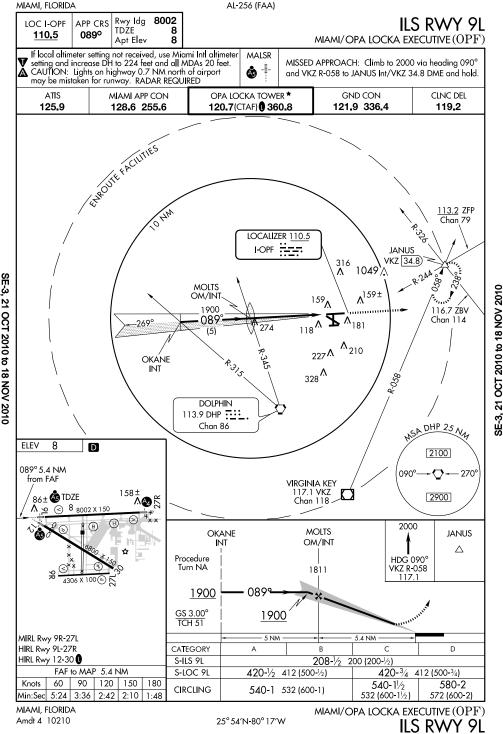


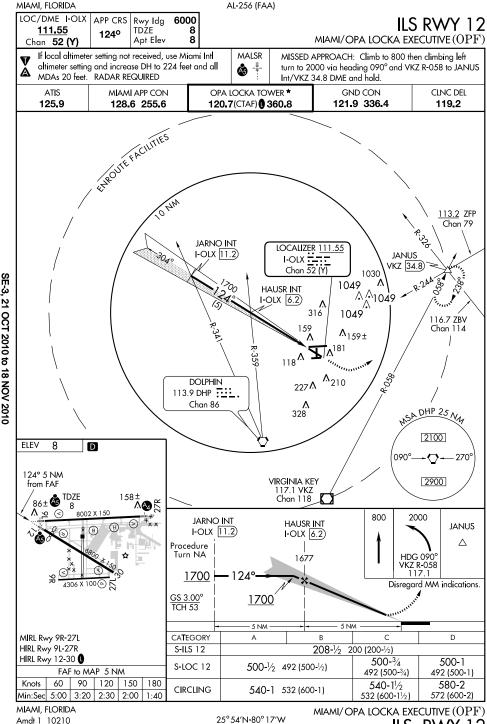
AL-256 (FAA)

Orig-C 10210

MIAMI, FLORIDA

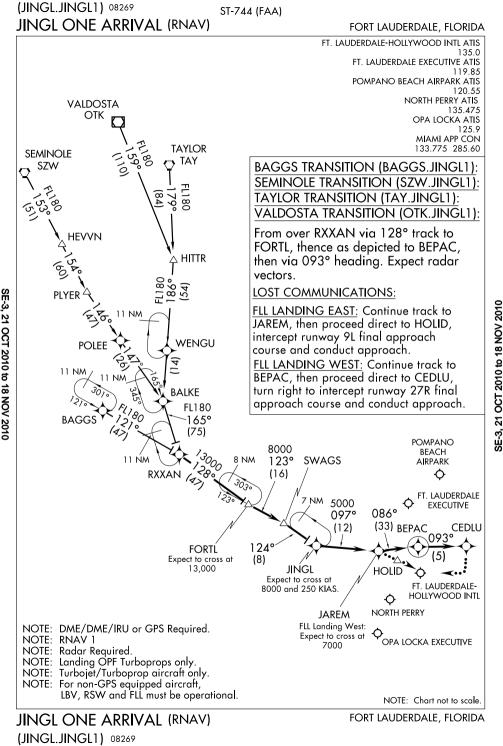
SE-3, 21 OCT 2010 to 18 NOV 2010





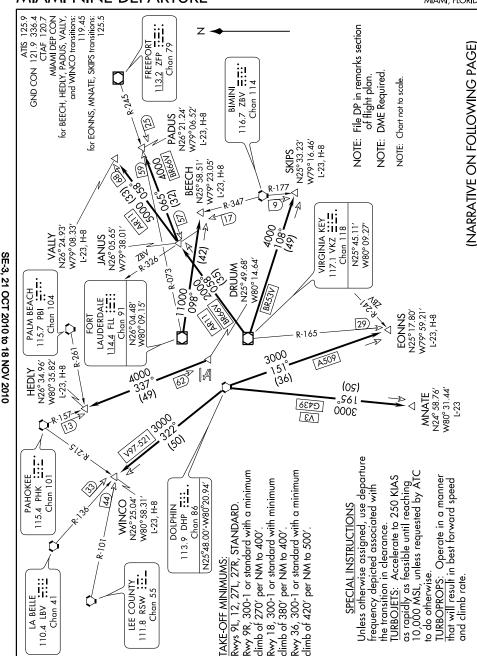
Amdt 1 10210

ILS



MIAMI, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010



SL-256 (FAA)

MIAMI NINE **DEPARTURE**   $\begin{array}{c} \text{MIAMI, FLORIDA} \\ \text{MIAMI/OPA LOCKA EXECUTIVE } (OPF) \end{array}$ 

(MIA9.MIA) 10098

V

SE-3, 21 OCT 2010 to 18 NOV 2010

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading or as assigned. Maintain 2000 feet or assigned higher altitude and expect vectors to appropriate transition.

Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.

EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.

HEDLY TRANSITION (MIA9. HEDLY): From over DRUUM DME fix via PHK

R-157 to HEDLY INT. Thence as filed. MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to

MNATE DME FIX. Thence as filed.

PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058

to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed. SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to

SKIPS INT. Thence as filed.

VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.

WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322

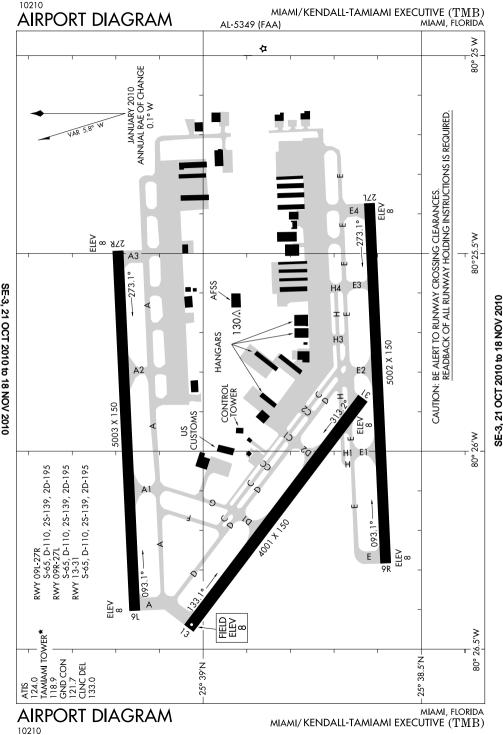
to WINCO INT. Thence as filed.

MIAMI NINE DEPARTURE

# SSCOT ONE ARRIVAL (RNAV) (SSCOT.SSCOT1) 08325

SE-3, 21 OCT 2010 to 18 NOV 2010

08157 ST-744 (FAA) ARRIVAL (RNAV) FORT LAUDERDALE, FLORIDA MIAMI APP CON 125.90 NORTH PERRY ATIS 135.475 POMPANO BEACH ATIS NOTE: Chart not to scale. 28.60 306.475 (4000 and below) 119.45 290.325 (5000 and above) FT. LAUDERDALE-HOLLYWOOD INTL ATIS 35.00 **OPA LOCKA EXECUTIVE ATIS** FT. LAUDERDALE EXECUTIVE ATIS 120.55 1780 NASSAU ૢ૽૾૾ DME/DME/IRU or GPS Required. 'oc ¥Z 8 MAJUR 令 Radar required RNAV 1 (52) 512 081<sub>14</sub> NOTE: NOTE: MAYKO 12000 **FREEPORT** 279° 58) BAHMA 61, URSUS ¥ Z 8 0005 ZOLLA FOWE FL180 -356° (15) SE-3, 21 OCT 2010 to 18 NOV 2010 SKIPS Expect to cross at 6000 and 250 KTS Expect to cross at 5000 and 250 KTS Landing Fort Lauderdale Intl West: Landing Fort Lauderdale Intl East: 16000 2000 (42) (37) Expect to cross at 4000 WIERS ,0000/ Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors TURBOJETS PROPS: From over ZBV VORTAC via 299° track to WIERS WP, thence as DEKAL BIMIZ 0000 Landing Fort Lauderdale Executive, Pompano Beach Airpark: ZZ S 4000 JRSUS TRANSIŤIÓŇ, ZBV must be operational. ZD/AX to final approach course prior to KEVEY WP. NASSAU TRANSITION, ZFP, ZBV, VKZ, and to final approach course prior to FRRDY WP Landing North Perry, Opa Locka Executive: and approach speed less than 121 knots, ZASSAU TRANSITION (ZOA: WAVUN1): Aircraft with wingspan less than 78 feet Landing Fort Lauderdale-Hollywood Intl-FREEPORT TRANSITION (ZFP. WAVUN1) URSUS TRANSITION (URSUS WAVUN1) Expect radar vectors after WAVUN WP. POMPANO BEACH KEVEY HOLLYWOOD INTL FT. LAUDERDALE -Expect radar vectors after DEKAL WP AIRPARK For non-GPS equipped aircraft 28) PBI must be operational. **OPA LOCKA EXECUTIVE** expect Rwy 9R/27L depicted to FRRDY WP. FT. LAUDERDALE NORTH PERRY EXECUTIVE FRRDY ◁ NOTE NOTE: **ARRIVAL** (RNAV) FORT LAUDERDALE, FLORIDA



**FLORIDA** 104 MIAMI

> RWY 27: PAPI(P4L)-GA 3.0° TCH 46'. Rgt tfc. AIRPORT REMARKS: Attended continuously. Arpt CLOSED to public except by arrangement with Miami-Dade Aviation Department, Miami 305-869-1660. Be alert to low flying National Park Service acft all quadrants. Men and equipment working in buffer island between Rwy 09-27 and twy. Wildlife occasionally on and invof arpt. Fee for use for acft over 12500 lbs. ACTIVATE HIRL Rwy

HIRL

09-27; PAPI Rwy 27-CTAF or by calling 239-695-3300. WEATHER DATA SOURCES: AWOS-3 119.075 (239)695-9198.

DHP

RWY 09R-27L: H5002X150 (ASPH-GRVD) S-65, D-110, 2S-139,

RWY 13-31: H4001X150 (ASPH-GRVD) S-65, D-110, 2S-139,

Chan 86

281° 29.9 NM to fld. 10/4W. HIWAS.

(TNT)

36 W

S-130, D-200, 2S-175,

N25°48.00'

UTC-5(-4DT)

#### N25°51.71′ W80°53.82′ B NOTAM FILE MIA RWY 09-27: H10499X150 (ASPH-PFC) 2D-400, 2D/2D2-800

COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 122.3 (MIAMI RADIO) R MIAMI CENTER APP/DEP CON 132.4

RADIO AIDS TO NAVIGATION: NOTAM FILE MIA. DOLPHIN (H) VORTAC 113.9

other times CLASS G.

W80°20.94'

2D-195

2D-195

RWY 09: MALSR.

DADE-COLLIER TRAINING AND TRANSITION

MONRY NDB (LOM) 227 TN N25°51.71′ W81°00.66′ ILS 108.3 I-TNT Rwy 09. LOM MONRY NDB. ILS unmonitored.

8 B S4 FUEL 100LL, JET A OX 2 LRA

RWY 09L-27R: H5003X150 (ASPH-GRVD)

RWY 27L: PAPI(P4L)-GA 3.0°. Rgt tfc.

RWY 09L: PAPI(P4L)—GA 3.0°.

HIRI

MIRL

RWY 13: PAPI(P4L)-GA 3.0° TCH 40'. Brush. AIRPORT REMARKS: Attended continuously. PAEW adjacent to rwys and twys. Birds on and invof arpt. CAUTION-Agriculture acft operating

RWY 09R: MALSR. VASI(V4L)-GA 3.0° TCH 55'. Rgt tfc.

in immediate vicinity of airport below 200' AGL from SR-SS. TPA—1008(1000), high performance acft 1508(1500). Helicopter tfc pattern Rwy 09R within fixed wing pattern at or blo 508(500). Arpt CLOSED to non-engine acft. Portions of Twy A between spots 1 and 2 portions of Twy E between spots 14 and 16 not visible from twr. Rwy 09L-27R CLOSED when twr clsd. Simultaneous

RWY 27R: PAPI(P2L)-GA 3.0°.

(R) MIAMI APP/DEP CON 125.5 TOWER 118.9 134.6 (1200-0400Z‡)

MIAMI IFSS (MIA) on arpt. 127.9 126.9 126.7 GND CON 121.7

from using parallel Twy C, Twy D, Twy E and Twy H. Noise sensitive areas Twy N, Twy S and Twy E. Rgt tfc pattern on Rwy 09R, left tfc on Rwy 27L when twr clsd. Noise abatement in effect, ctc arpt management at 305-869-1700 for details. When twr clsd ACTIVATE MALSR Rwy 09R—CTAF. MIRL Rwy 13-31 avbl thru request from Miami FSS—118.9. Flight notification service (ADCUS) avbl. WEATHER DATA SOURCES: ASOS (305)235-1332. COMMUNICATIONS: CTAF 118.9 ATIS 124.0 MIAMI FSS (MIA) on arpt. 123.65 122.55 122.3 122.2

movement of acft with wingspans in excess 95' are precluded

10499 X 150

MIAMI

IAP

H-81. L-23C

AIRSPACE: CLASS E svc Mon-Fri 1200-2300Z‡, Sat-Sun 1200-1730Z‡ KENDALL-TAMIAMI EXECUTIVE (TMB) 13 SW UTC-5(-4DT) N25°38.87′ W80°25.97′ MIAMI TPA—See Remarks NOTAM FILE TMB H-8I, L-23C, A S-65, D-110, 2S-139, 2D-195 MIRL IAP, AD

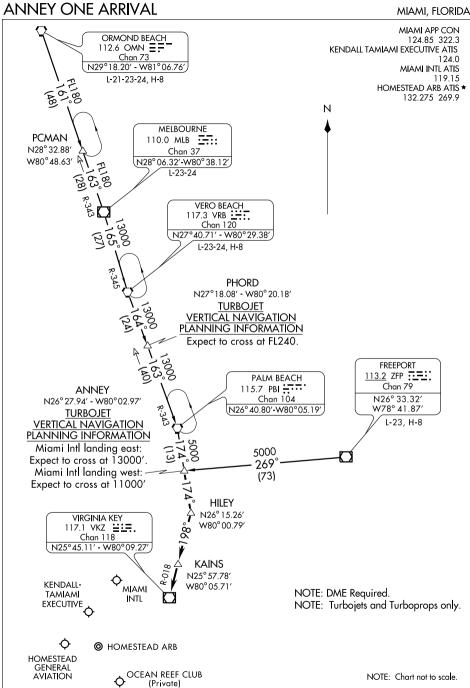
© (¬) aaa 5003 X 150 5002 X 150

211° 10.2 NM to fld. 10/4W.

**CLNC DEL 133.0** 

AIRSPACE: CLASS D svc 1200-0400Z‡ other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE MIA. DOLPHIN (H) VORTAC 113.9 DHP Chan 86 N25°48.00′ W80°20.94′ 087° 3.9 NM to fld. NOTAM FILE TMB. LOM unmonitored.

TM N25°38.50′ W80°30.29′ QEEZY NDB (LOM) 266 I-TMB Rwy 09R. LOM QEEZY NDB. LOM unmonitored. COMM/NAV/WEATHER REMARKS: Ctc Miami Radio for airport advisory service on 118.9 when twr is clsd.



21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

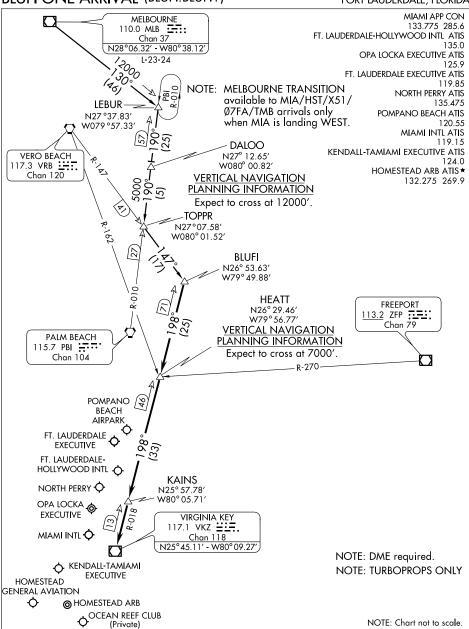
## ANNEY ONE ARRIVAL (ANNEY.ANNEY1)

### ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .

MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . . VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

21 OCT 2010 to 18 NOV 2010

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

NOTE: RNAV 1. NOTE: Radar required. NOTE: For non-GPS equipped aircraft, EYW

NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.

NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI, FLORIDA

21 OCT 2010 to 18 NOV 2010

CURSO TWO ARRIVAL (RNAV)

### ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JOPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

<u>Landing KFXE</u>: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

<u>Landing KFLL:</u> From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

<u>Landing KHWO:</u> From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°.

Landing KX51: From over MNNDY via 116° track to KX51.

Expect radar vectors to final approach course.

Landing K07FA: From over MNNDY via 123° track to K07FA.

<u>Landing KHST:</u> From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

#### LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.

KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

WORPP

N25°53.61′ - W80°58.45′ TURBOJET VERTICAL NAVIGATION

PLANNING INFORMATION

Miami Intl Landing East: Expect

clearance to cross at 10000' and 250K.

Miami Intl Landing West: Expect

clearance to cross at 16000' and 280K.

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

 $\underline{\sf SARASOTA}$  TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . . From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

# CYPRESS FIVE ARRIVAL (CYY.CYY5) 08325

NOTE: Aircraft landing OPF:

NOTE: Chart not to scale.

CYPRESS FIVE available

to turbojet aircraft only.

21 OCT 2010 to 18 NOV 2010

SE-3.

OPA-LOCKA

EXECUTIVE

. MAMI

INTL

**HOMESTEAD** 

ര <sup>ARB</sup>

OCEAN REEF CLUB

(Private)

KENDALL-TAMIAMI

**EXECUTIVE** 

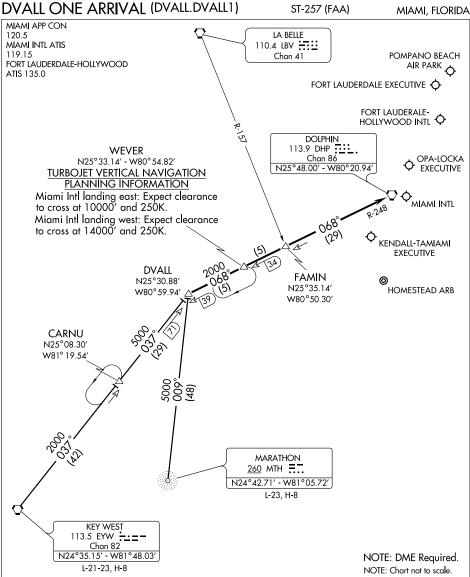
**HOMESTEAD** 

**GENERAL** 

AVIATION

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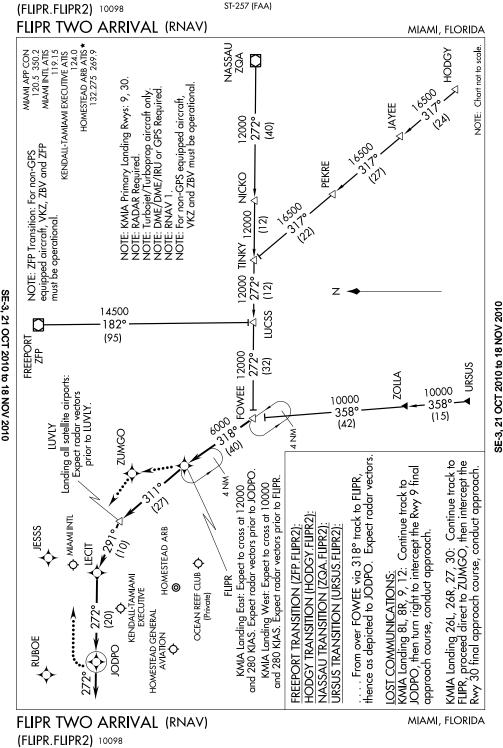
SE-3, 21 OCT 2010 to 18 NOV 2010

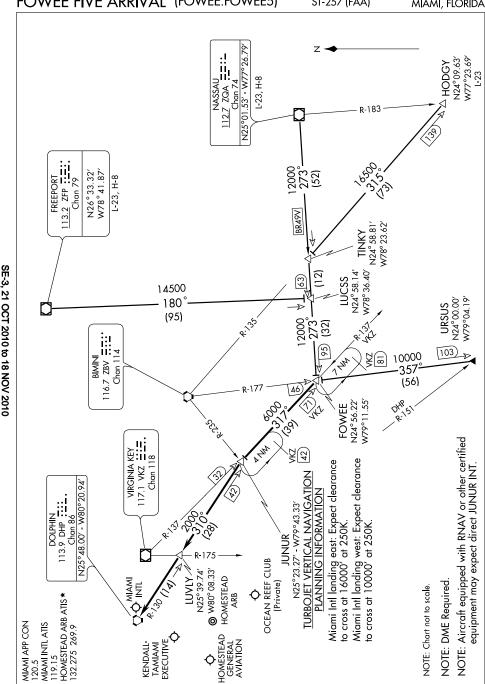


KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037

to DVALL INT. Thence. . . . MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . .

. . . . From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.





**FIVE ARRIVAL** (FOWEE.FOWEE5) MIAMI, FLORIDA

#### ARRIVAL DESCRIPTION

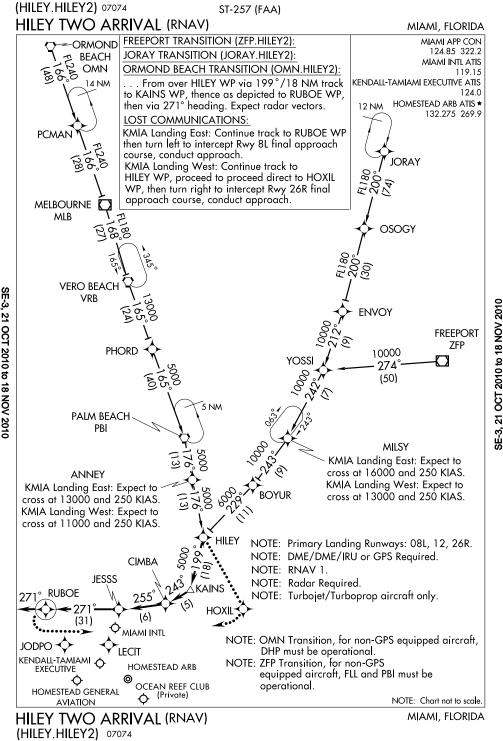
FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT.

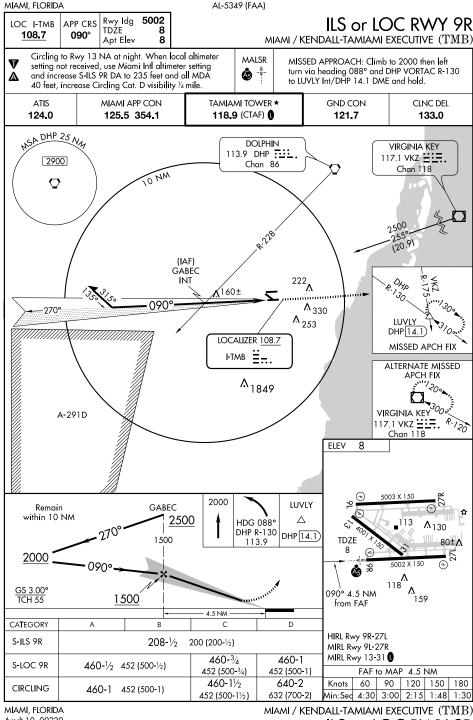
HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . .

NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .

URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . .

. . . From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.





Amdt 10 09239

SE-3, 21 OCT 2010 to 18 NOV 2010

wiami / RENDALL-TAMIAMI EXECUTIVE (TMB

21 OCT 2010 to 18 NOV 2010

SE-3.

(MIA9.MIA) SL-5349 (FAA) MIAMI/ KENDALL-TAMIAMI EXECUTIVE (TMB)DEPARTURE MIAMI, FLORIDA ATIS 124.0 GND CON 121.7 CTAF 118.9 MIAMI DEP CON and WINCO transitions: for EONNS, MNATE, SKIPS transitions: 125.5 **CLNC DEL 133.0** 119.45 for BEECH, HEDLY, PADUS, VALLY, 113.2 ZFP ===: Chan 79 File DP in remarks section Rwys 9L, 9R, 13, 27L, 27R, 31, STANDARD FREEPORT (NARRATIVE ON FOLLOWING PAGE) 116.7 ZBV **ΞΞΞ** DME Required. of flight plan. NOTE: Chart not to scale. Chan 114 BMZ W79°06.52′ N26°21.24′ PADUS L 23, H-8 475 **TAKE-OFF MINIMUMS**: NOTE: E E W79°16.46′ N25° 33.23′ L 23, H 8 E. 0008 SKIPS K.347 R-347 W79° 23.05′ △ N25° 58.51′ BEECH (25) (25) 9 17.1 VKZ <u>∷</u>Ξ 4000 VIRGINIA KEY N25°45.11′ Chan 118 W80° 09.27" W79°08.33 N26° 24.93′ N26° 05.65′ W79°38.01′ ,08°/ L-23, H-8 VALLY IANUS 49 18<sup>N</sup> R-32b SE-3, 21 OCT 2010 to 18 NOV 2010 W80° 14.64′ N25° 49.68′ - R-073. DRUUM 115.7 PBI ::-: 11000 PALM BEACH -1278 .860 LAUDERDALE Chan 104 W80° 09.15′ N26° 04.48′ Chan 91 N25°17.80′ W79° 59.21′ FORT EONNS EONNS L-23, H-8 29) - R-261 -3000 151° (361 V26° 34.96′ W80° 35.82′ 4000° 337° (49) . 23, H 8 HEDLY (20) 182。**-**3000 N24° 58.76′ W80° 31.44′ MNATE C436 ◁ 30350 Rwy 27R: Tower: 600 feet from departure end Rwy 9R: Tree: 1475 feet from departure end 115.4 PHK ∷∷∵ Unless otherwise assigned, use departure as rapidly as feasible until reaching 10,000 MSL, unless requested by ATC of runway, 450 feet right of centerline, **PAHOKEE** Chan 101 IURBOJETS: Accelerate to 250 KIAS TURBOPROPS: Operate in a manner of runway, 700 feet left of centerline, that will result in best forward speed (3) N25°48.00′-W80°20.94′ 113.9 DHP :::: requency depicted associated with 4 N26°25.04′ W80°58.31′ L 23, H 8 DOLPHIN Chan 86 SPECIAL INSTRUCTIONS the transition in clearance. 4 feet AGL/80 feet MSL. 10 feet ÁGL/64 feet MSL -R-101-LEE COUNTY to do otherwise. and climb rate. 110.4 LBV :::: Chan 55 LA BELLE Chan 41 NOTE MIAMI, FLORIDA MIAMI NINE **DEPARTURE** 

(MIA9.MIA) 10098

MIAMI/ KENDALL-TAMIAMI EXECUTIVE (TMB)

## MIAMI NINE DEPARTURE

SE-3, 21 OCT 2010 to 18 NOV 2010

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading or as assigned. NOTE: RUNWAYS 9L, 9R, 13: If assigned right turn climb runway heading

to 1400 before turning right.

NOTE: RUNWAYS 27L, 27R, 31: If assigned left turn climb runway heading to 1400 before turning left. Maintain 2000 feet or assigned higher altitude and expect vectors to

appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.

EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.

HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK VORTAC R-157 to HEDLY INT. Thence as filed. MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195

to MNATE DME FIX. Thence as filed. PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via

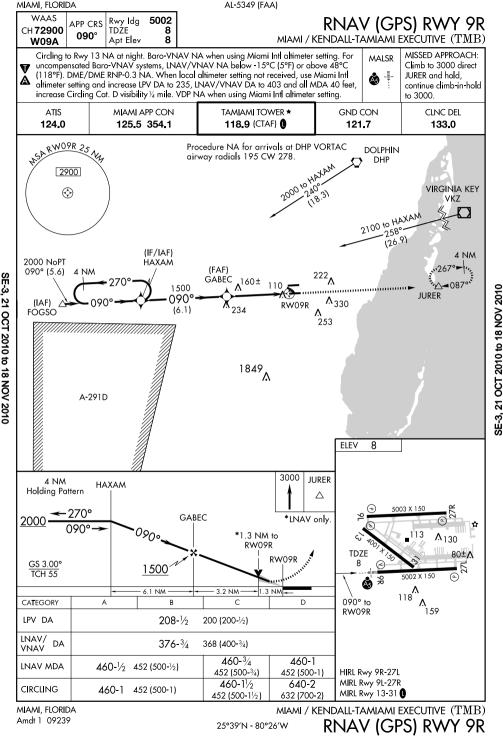
VKZ R-058 to JANUS INT and ZFP VOR/DME R-245 to PADUS DME FIX. Thence as filed. SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ

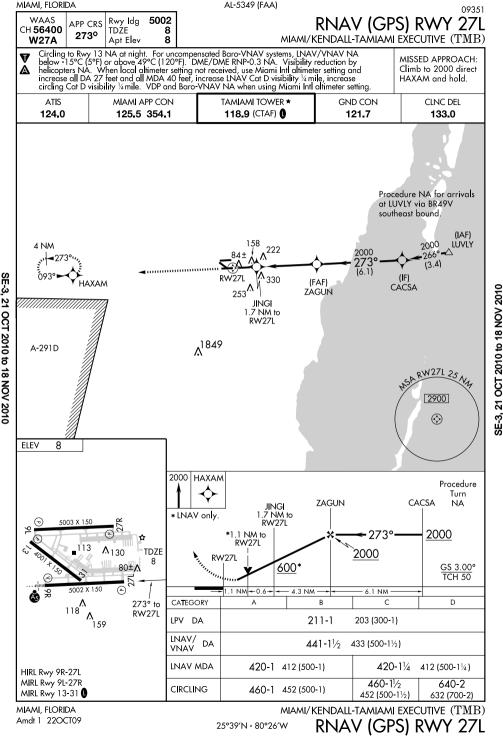
R-108 to SKIPS INT. Thence as filed.

VALLY TRANSITION (MIA9. VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.

WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

MIAMI, FLORIDA





AL-5349 (FAA)

Orig 22OCT09

MIAMI, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

09351

SSCOT ONE ARRIVAL (RNAV) (SSCOT.SSCOT1) 08325

SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI, FLORIDA

**FLORIDA** 104 MIAMI

#### DADE-COLLIER TRAINING AND TRANSITION N25°51.71′ W80°53.82′

except by arrangement with Miami-Dade Aviation Department, Miami 305-869-1660. Be alert to low flying National Park Service acft all quadrants. Men and equipment working in buffer island

HIRL

(TNT)

36 W

S-130, D-200, 2S-175,

N25°48.00'

**CLNC DEL 133.0** 

LOM QEEZY NDB. LOM unmonitored.

COMM/NAV/WEATHER REMARKS: Ctc Miami Radio for airport advisory service on 118.9 when twr is clsd.

UTC-5(-4DT)

between Rwy 09-27 and twy. Wildlife occasionally on and invof arpt. Fee for use for acft over 12500 lbs. ACTIVATE HIRL Rwy

09-27; PAPI Rwy 27-CTAF or by calling 239-695-3300.

RWY 27: PAPI(P4L)-GA 3.0° TCH 46'. Rgt tfc. AIRPORT REMARKS: Attended continuously. Arpt CLOSED to public

B NOTAM FILE MIA

2D-400, 2D/2D2-800

RWY 09: MALSR.

RWY 09-27: H10499X150 (ASPH-PFC)

WEATHER DATA SOURCES: AWOS-3 119.075 (239)695-9198. COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.3 (MIAMI RADIO) R MIAMI CENTER APP/DEP CON 132.4 AIRSPACE: CLASS E svc Mon-Fri 1200-2300Z‡, Sat-Sun 1200-1730Z‡

other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE MIA. DOLPHIN (H) VORTAC 113.9 DHP Chan 86

W80°20.94' 281° 29.9 NM to fld. 10/4W. HIWAS. MONRY NDB (LOM) 227

TN N25°51.71′ W81°00.66′ ILS 108.3 I-TNT Rwy 09. LOM MONRY NDB. ILS unmonitored.

KENDALL-TAMIAMI EXECUTIVE (TMB) 13 SW UTC-5(-4DT) N25°38.87′ W80°25.97′

8 B S4 FUEL 100LL, JET A OX 2 LRA TPA—See Remarks

RWY 09L-27R: H5003X150 (ASPH-GRVD) S-65, D-110, 2S-139, 2D-195 RWY 27R: PAPI(P2L)-GA 3.0°. RWY 09L: PAPI(P4L)—GA 3.0°. RWY 09R-27L: H5002X150 (ASPH-GRVD) S-65, D-110, 2S-139,

2D-195 HIRI RWY 09R: MALSR. VASI(V4L)-GA 3.0° TCH 55'. Rgt tfc. RWY 27L: PAPI(P4L)-GA 3.0°. Rgt tfc. RWY 13-31: H4001X150 (ASPH-GRVD) S-65, D-110, 2S-139, 2D-195 MIRL RWY 13: PAPI(P4L)-GA 3.0° TCH 40'. Brush.

AIRPORT REMARKS: Attended continuously. PAEW adjacent to rwys and twys. Birds on and invof arpt. CAUTION-Agriculture acft operating in immediate vicinity of airport below 200' AGL from SR-SS. TPA—1008(1000), high performance acft 1508(1500). Helicopter tfc pattern Rwy 09R within fixed wing pattern at or blo 508(500). Arpt CLOSED to non-engine acft. Portions of Twy A between spots

1 and 2 portions of Twy E between spots 14 and 16 not visible

from twr. Rwy 09L-27R CLOSED when twr clsd. Simultaneous movement of acft with wingspans in excess 95' are precluded from using parallel Twy C, Twy D, Twy E and Twy H. Noise sensitive areas Twy N, Twy S and Twy E. Rgt tfc pattern on Rwy 09R, left tfc on Rwy 27L when twr clsd. Noise abatement in effect, ctc arpt management at 305-869-1700 for details. When twr clsd ACTIVATE MALSR Rwy 09R—CTAF. MIRL Rwy 13-31 avbl thru request from Miami FSS—118.9. Flight

COMMUNICATIONS: CTAF 118.9 ATIS 124.0 MIAMI FSS (MIA) on arpt. 123.65 122.55 122.3 122.2 MIAMI IFSS (MIA) on arpt. 127.9 126.9 126.7

notification service (ADCUS) avbl. WEATHER DATA SOURCES: ASOS (305)235-1332.

I-TMB

QEEZY NDB (LOM) 266

(R) MIAMI APP/DEP CON 125.5

TOWER 118.9 134.6 (1200-0400Z‡) GND CON 121.7

AIRSPACE: CLASS D svc 1200-0400Z‡ other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE MIA. DOLPHIN (H) VORTAC 113.9 DHP Chan 86 N25°48.00′ W80°20.94′

Rwy 09R.

TM N25°38.50′ W80°30.29′

MIAMI NOTAM FILE TMB H-8I, L-23C, A MIRL IAP, AD © (¬) aaa 5003 X 150

10499 X 150

MIAMI

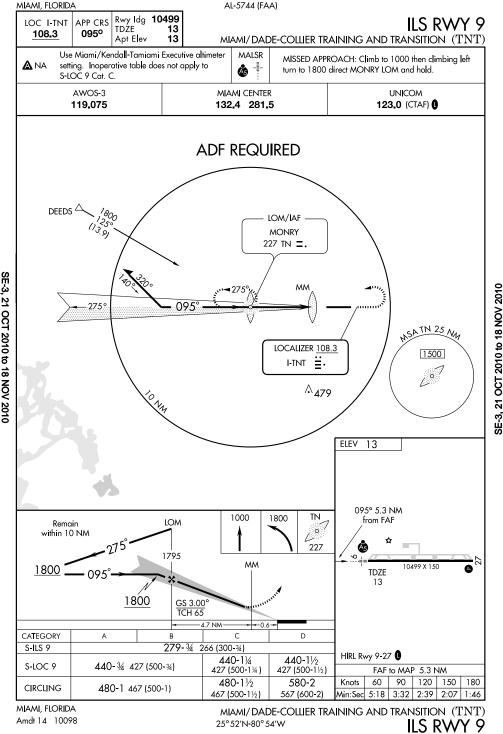
IAP

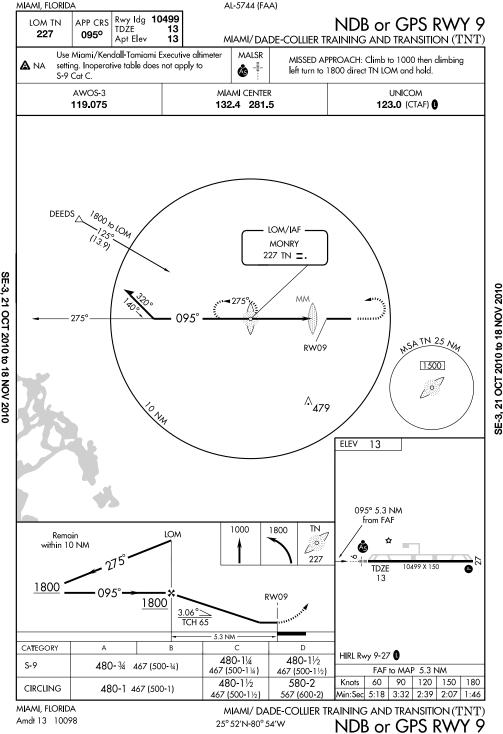
H-81. L-23C

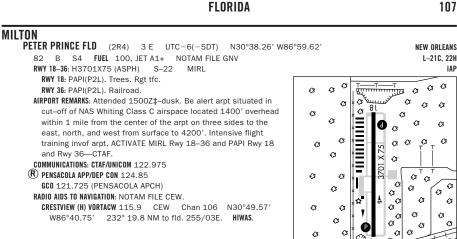
5002 X 150

211° 10.2 NM to fld. 10/4W.

087° 3.9 NM to fld. NOTAM FILE TMB. LOM unmonitored.







**43** G G MONRY N25°51.71′ W81°00.66′ NOTAM FILE MIA

NDB (LOM) 227 TN 095° 6.2 NM to Dade-Collier Training and Transition.

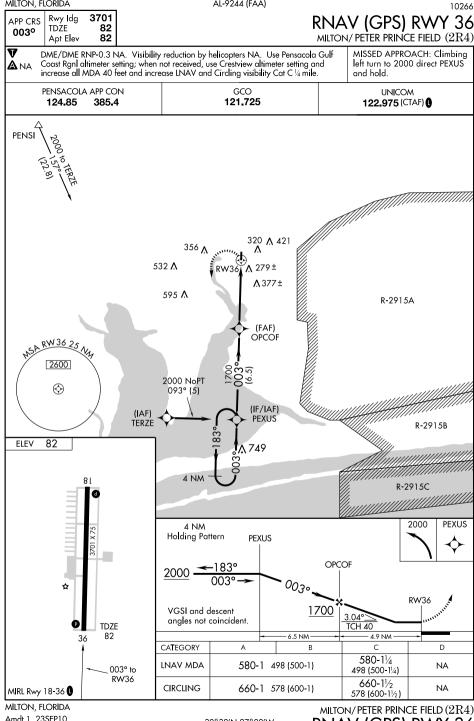
MOTORSPORTS COMPLEX EMS (See HOMESTEAD)

MOTORSPORTS COMPLEX VIP (See HOMESTEAD)

MIAMI

MIAMI

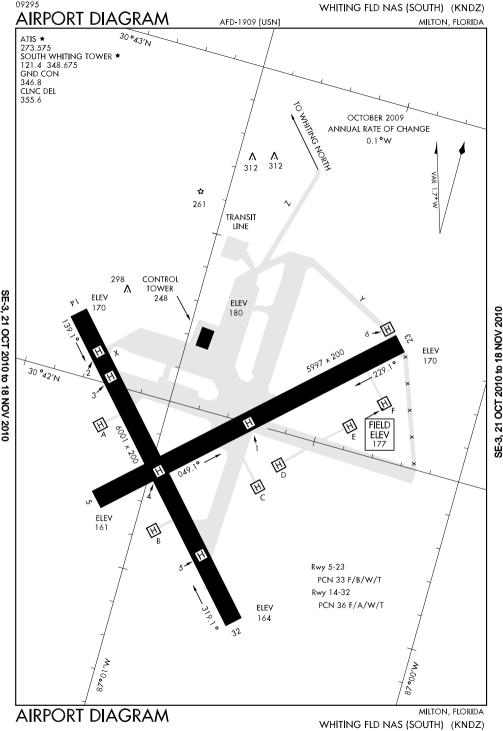
MUFFE N26°29 06' W81°50 08' NOTAM FILE RSW 054° 5.3 NM to Southwest Florida Intl. Unmonitored when twr clsd. NDB (LOM) 336 RS



AL-9244 (FAA)

30°38′N-87°00′W RNAV (GPS) RWY 36 SE-3, 21 OCT 2010 to 18 NOV 2010

MILTON, FLORIDA



DIAP. AD

**NEW ORLEANS** 

H-6K, 8G, L-21C, 22H

UTC-6(-5DT)

HIRL

N30°43.35′ W87°01.43′

Not insp.

RWY 23: PAPI(P4L)-GA 3.0° TCH 52'. HIRL 0.7% up NW RWY 32: PAPI(P4L)-GA 3.0° TCH 53'.

TRAN ALERT Limited tran line svc avbl Mon-Fri 1400-2200Z‡ only. MILITARY REMARKS: Opr Mon-Thu 1300-0500Z‡, Fri 1300-2300Z‡, clsd Sat, Sun and holidays. RSTD PPR for practice instrument apch by tran acft. All tran acft ldg Whiting Fld NAS South unless otherwise arranged with OPS Officer.

COMMUNICATIONS: ATIS 290,325 (Mon-Thu 1300-0500Z‡, Fri 1300-2300Z‡, clsd Sat, Sun and holidays)

(See Whiting Fld NAS South) 24 hr notice for PPR. CAUTION Extremely heavy primary training opr all times. Ponding

AIRSPACE: CLASS C svc Mon-Thu 1200-0600Z±, Fri 1130-0600Z±, Sun 0000-0400Z±, clsd Sat and holidays, other

**NEW ORLEANS** 

DIAP, AD

H-6K. 8G. L-21C. 22H

GND CON 251.15 times Class G

TACAN unusable:

WHITING FLD NAS SOUTH

RWY 05: PAPI(P4L).

RWY 14: PAPI(P4L).

В

holidays)

177

ILS/DME 111.75 I-NSE

WHITING FLD NAS NORTH

199 B NOTAM FILE PNS

RWY 05-23: H6002X200 (ASPH)

RWY 14-32: H6002X200 (ASPH)

MILITARY SERVICE: JASU 1(NC-8)

RWY 05: PAPI(P4L)-GA 3.0° TCH 60'.

RWY 14: ALSF1. PAPI(P4L)-GA 3.0° TCH 51'.

2300-0300Z‡ clsd Sat and holidays.)

RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.

NOTAM FILE PNS

RWY 05-23: H5997X200 (ASPH)

RWY 14-32: H6001X200 (ASPH)

MILITARY SERVICE: JASU 1(NC-8)

(R) PENSACOLA APP/DEP CON 124.85 385.4

holidays) GND CON 346.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.

150°-180° byd 25 NM blo 3,000'

I-NDZ

**BASE OPS** 233.7

times Class G.

TACAN unusable:

SANTA ROSA (L) TACAN

ILS/DME 110.55

(L) TACAN

ASR/PAR

150°-180°byd 25 NM blo 3,000'

(NSE)

Ν 4 N

FUEL J8

Chan 70 NSE (112.3) N30°43.44′ W87°01.09′

Chan 54(Y)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

RWY 23: PAPI(P4L).

RWY 32: PAPI(P4L).

FUEL J8

(NDZ) N

PCN 31 F/A/W/T

PCN 23 F/A/W/T

BASE OPS 233.7

Rwv 14.

UTC-6(-5DT)

HIRL

HIRL

MILITARY REMARKS: Opr Mon-Thu 1400-0600Z‡, Fri 1400-0400Z‡, Sun 0000-0400Z‡ clsd Sat and holidays. RSTD PPR for tran acft. DSN 868-7598. PPR for practice apch by tran acft. 24 hr notice for PPR. CAUTION Extensive helicopter training opr all times. Ponding occurs after moderate to heavy rain—braking action poor. Steep terrace at roll-out end of Rwy 23. No overrun, MISC Limited tran parking avbl. Ctc OMD DSN 868-7717. 5 days in advance for gnd support equipment. Tran acft expect RADAR vectors to PAR Rwy 32. Boundary lighted heliport located N of arpt; Search and Rescue and VIP use only. Tran acft ctc Base OPS 10 minutes prior arrival. COMMUNICATIONS: ATIS 273.575 (Mon-Thu 1300-0500Z‡, Fri 1300-0400Z‡, Sun 2300-0300Z‡, clsd Sat and

TOWER 121.4 348.675 (Mon-Thu 1400-0600Z‡, Fri 1400-0400Z‡, Sun 0000-0400Z‡), clsd Sat and

Chan 63 NGS (133.6) N30°36.91' W86°56.24'

Rwv 32.

PMSV METRO 316.95 (Mon-Thu 1100-0500Z‡, Fri 1100-0400Z‡, Sun 2300-0300Z‡, clsd Sat and holidays)

AIRSPACE: CLASS C svc Mon-Thu 1400-0600Z‡, Fri 1400-0400Z‡, Sun 0000-0400Z‡, clsd Sat and holidays, other

Not insp.

3 N

PCN 33 F/B/W/T

**CLNC DEL** 355.6

Chan 70 NSE (112.3) N30°43.44′ W87°01.09′

Chan 42(Y)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima

PCN 36 F/A/W/T

occurs after moderate to heavy rain-braking action poor. R PENSACOLA APP/DEP CON 126.85 127.35 278.8 298.9

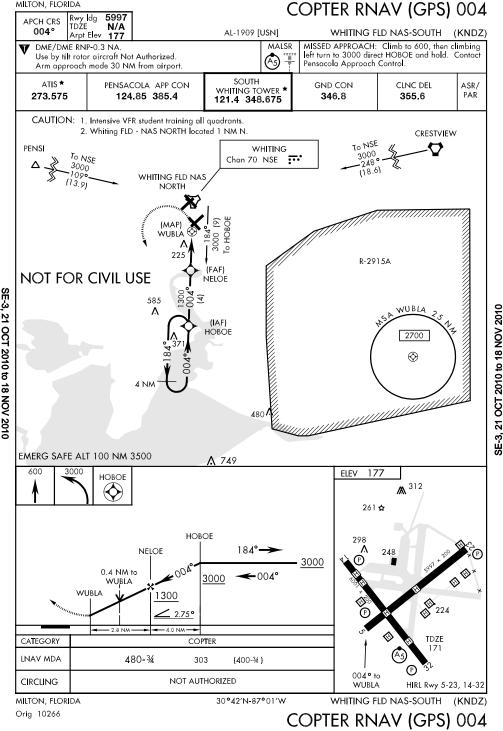
at fld. 178/02W.

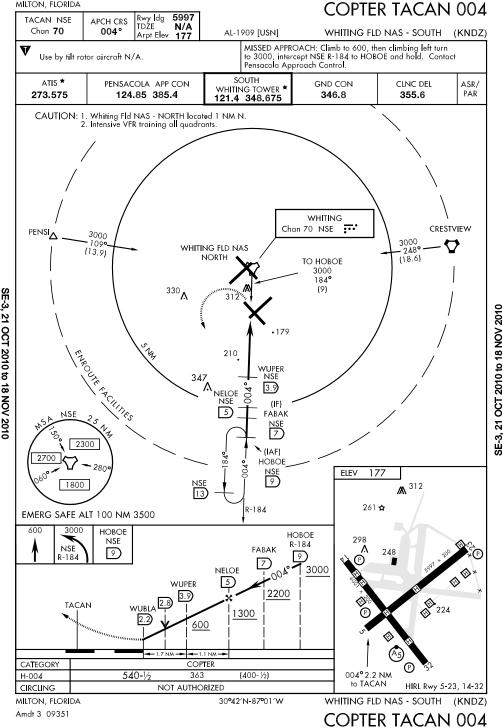
N30°41.91' W87°00.86'

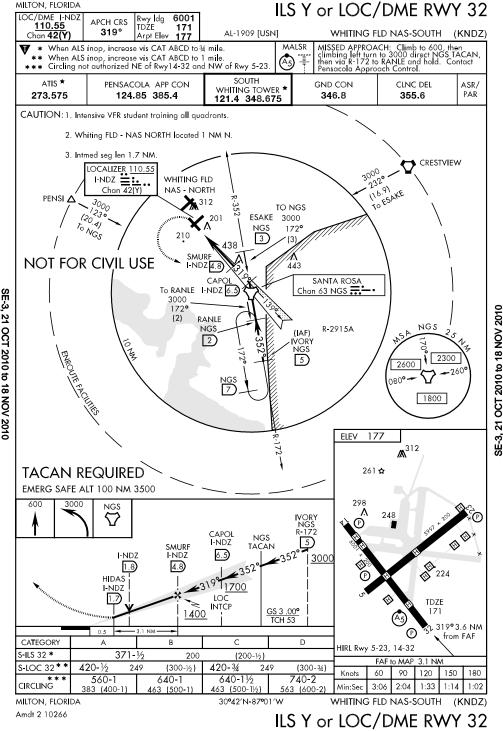
175° 1.2 NM to fld. 178/02W.

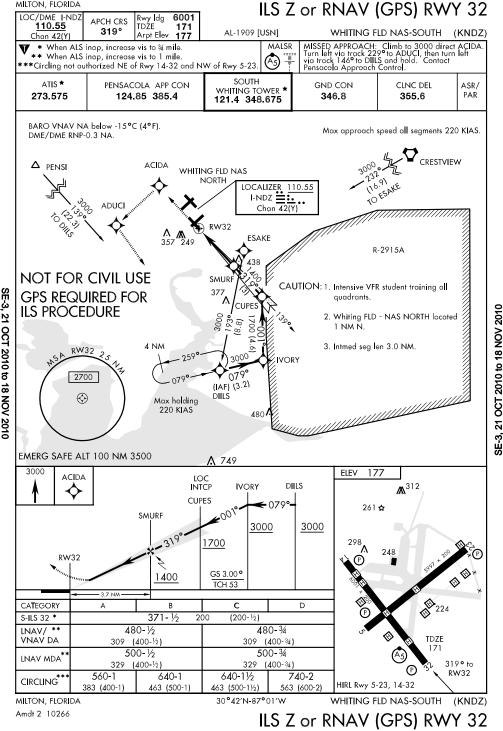
323° 6.4 NM to fld. 147/2W.

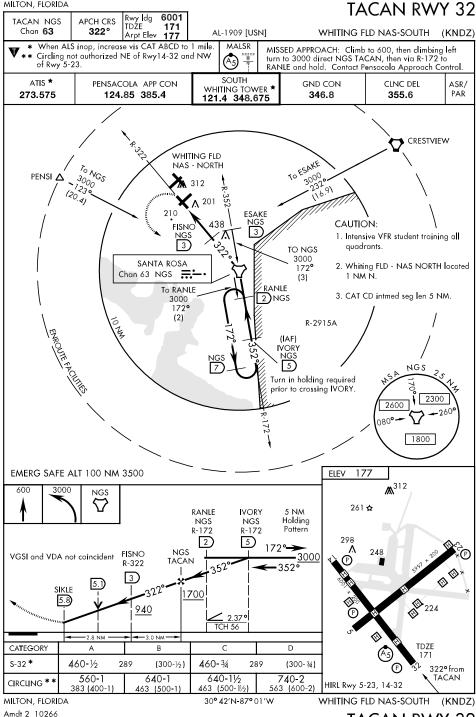
TOWER 121.4 306.925 (Mon-Thu 1200-0300Z‡, Fri 1130-0130Z‡), clsd Sat, Sun and holidays)



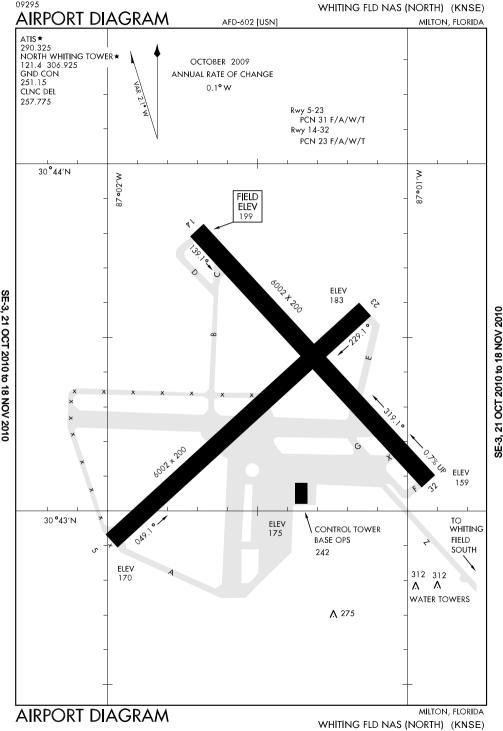








21 OCT 2010 to 18 NOV 2010



DIAP. AD

**NEW ORLEANS** 

H-6K, 8G, L-21C, 22H

UTC-6(-5DT)

HIRL

N30°43.35′ W87°01.43′

Not insp.

RWY 23: PAPI(P4L)-GA 3.0° TCH 52'. HIRL 0.7% up NW RWY 32: PAPI(P4L)-GA 3.0° TCH 53'.

TRAN ALERT Limited tran line svc avbl Mon-Fri 1400-2200Z‡ only. MILITARY REMARKS: Opr Mon-Thu 1300-0500Z‡, Fri 1300-2300Z‡, clsd Sat, Sun and holidays. RSTD PPR for practice instrument apch by tran acft. All tran acft ldg Whiting Fld NAS South unless otherwise arranged with OPS Officer.

COMMUNICATIONS: ATIS 290,325 (Mon-Thu 1300-0500Z‡, Fri 1300-2300Z‡, clsd Sat, Sun and holidays)

(See Whiting Fld NAS South) 24 hr notice for PPR. CAUTION Extremely heavy primary training opr all times. Ponding

AIRSPACE: CLASS C svc Mon-Thu 1200-0600Z±, Fri 1130-0600Z±, Sun 0000-0400Z±, clsd Sat and holidays, other

**NEW ORLEANS** 

DIAP, AD

H-6K. 8G. L-21C. 22H

GND CON 251.15 times Class G

TACAN unusable:

WHITING FLD NAS SOUTH

RWY 05: PAPI(P4L).

RWY 14: PAPI(P4L).

В

holidays)

177

ILS/DME 111.75 I-NSE

WHITING FLD NAS NORTH

199 B NOTAM FILE PNS

RWY 05-23: H6002X200 (ASPH)

RWY 14-32: H6002X200 (ASPH)

MILITARY SERVICE: JASU 1(NC-8)

RWY 05: PAPI(P4L)-GA 3.0° TCH 60'.

RWY 14: ALSF1. PAPI(P4L)-GA 3.0° TCH 51'.

2300-0300Z‡ clsd Sat and holidays.)

RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.

NOTAM FILE PNS

RWY 05-23: H5997X200 (ASPH)

RWY 14-32: H6001X200 (ASPH)

MILITARY SERVICE: JASU 1(NC-8)

(R) PENSACOLA APP/DEP CON 124.85 385.4

holidays) GND CON 346.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.

150°-180° byd 25 NM blo 3,000'

I-NDZ

**BASE OPS** 233.7

times Class G.

TACAN unusable:

SANTA ROSA (L) TACAN

ILS/DME 110.55

(L) TACAN

ASR/PAR

150°-180°byd 25 NM blo 3,000'

(NSE)

Ν 4 N

FUEL J8

Chan 70 NSE (112.3) N30°43.44′ W87°01.09′

Chan 54(Y)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

RWY 23: PAPI(P4L).

RWY 32: PAPI(P4L).

FUEL J8

(NDZ) N

PCN 31 F/A/W/T

PCN 23 F/A/W/T

BASE OPS 233.7

Rwv 14.

UTC-6(-5DT)

HIRL

HIRL

MILITARY REMARKS: Opr Mon-Thu 1400-0600Z‡, Fri 1400-0400Z‡, Sun 0000-0400Z‡ clsd Sat and holidays. RSTD PPR for tran acft. DSN 868-7598. PPR for practice apch by tran acft. 24 hr notice for PPR. CAUTION Extensive helicopter training opr all times. Ponding occurs after moderate to heavy rain—braking action poor. Steep terrace at roll-out end of Rwy 23. No overrun, MISC Limited tran parking avbl. Ctc OMD DSN 868-7717. 5 days in advance for gnd support equipment. Tran acft expect RADAR vectors to PAR Rwy 32. Boundary lighted heliport located N of arpt; Search and Rescue and VIP use only. Tran acft ctc Base OPS 10 minutes prior arrival. COMMUNICATIONS: ATIS 273.575 (Mon-Thu 1300-0500Z‡, Fri 1300-0400Z‡, Sun 2300-0300Z‡, clsd Sat and

TOWER 121.4 348.675 (Mon-Thu 1400-0600Z‡, Fri 1400-0400Z‡, Sun 0000-0400Z‡), clsd Sat and

Chan 63 NGS (133.6) N30°36.91' W86°56.24'

Rwv 32.

PMSV METRO 316.95 (Mon-Thu 1100-0500Z‡, Fri 1100-0400Z‡, Sun 2300-0300Z‡, clsd Sat and holidays)

AIRSPACE: CLASS C svc Mon-Thu 1400-0600Z‡, Fri 1400-0400Z‡, Sun 0000-0400Z‡, clsd Sat and holidays, other

Not insp.

3 N

PCN 33 F/B/W/T

**CLNC DEL** 355.6

Chan 70 NSE (112.3) N30°43.44′ W87°01.09′

Chan 42(Y)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima

PCN 36 F/A/W/T

occurs after moderate to heavy rain-braking action poor. R PENSACOLA APP/DEP CON 126.85 127.35 278.8 298.9

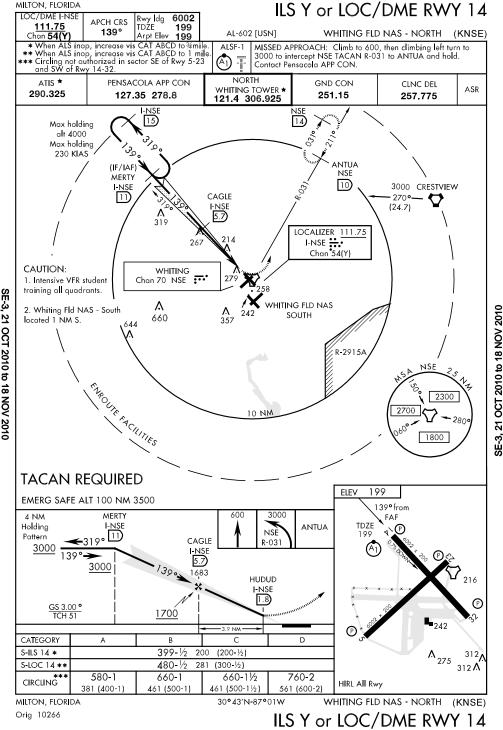
at fld. 178/02W.

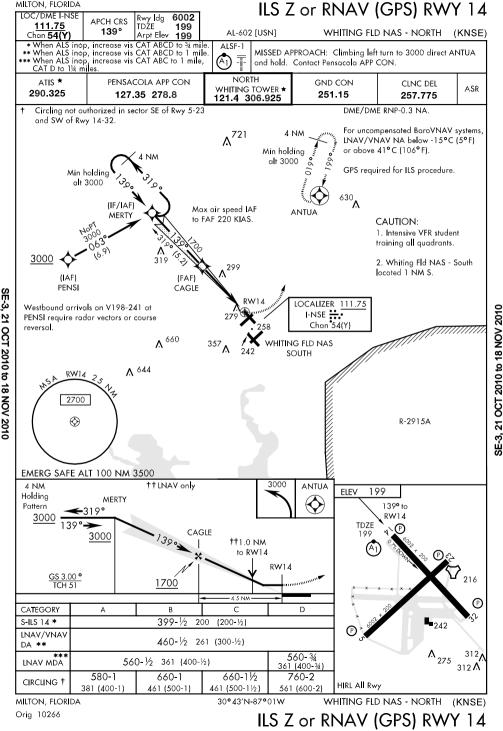
N30°41.91' W87°00.86'

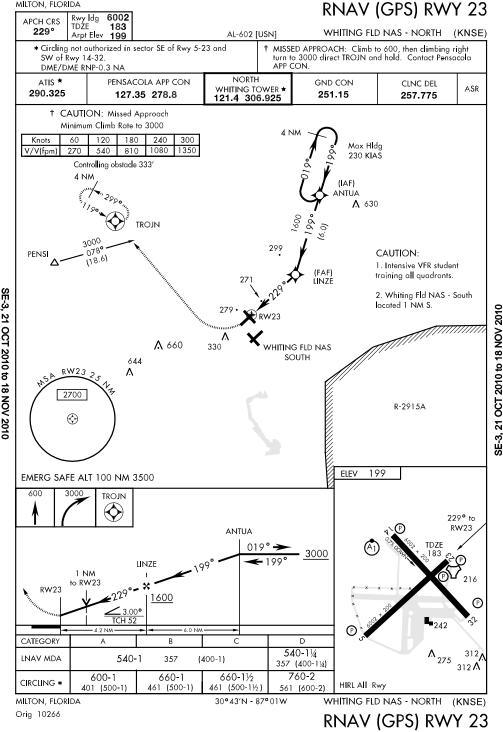
175° 1.2 NM to fld. 178/02W.

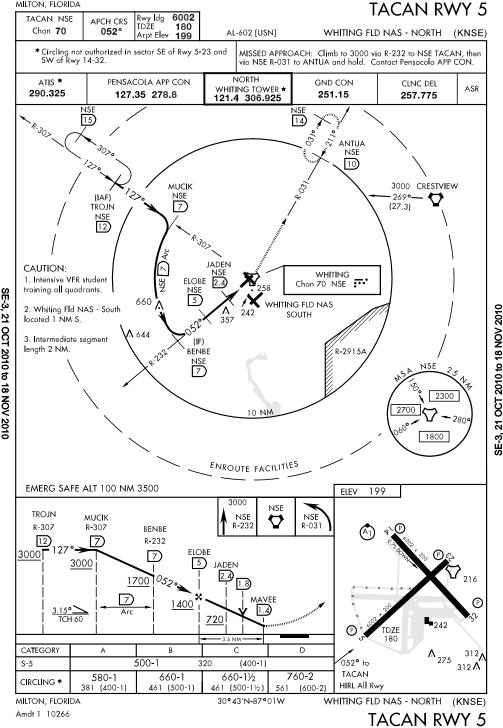
323° 6.4 NM to fld. 147/2W.

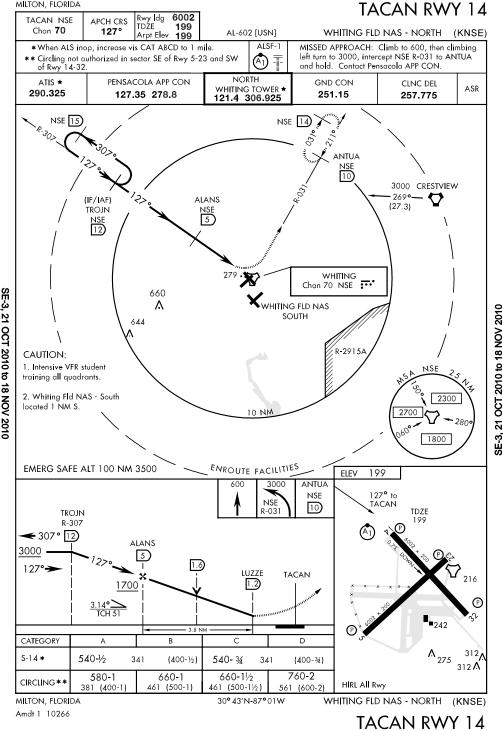
TOWER 121.4 306.925 (Mon-Thu 1200-0300Z‡, Fri 1130-0130Z‡), clsd Sat, Sun and holidays)

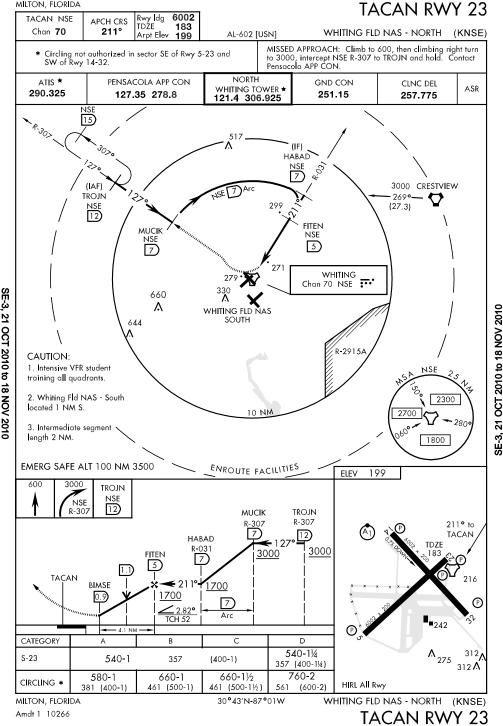


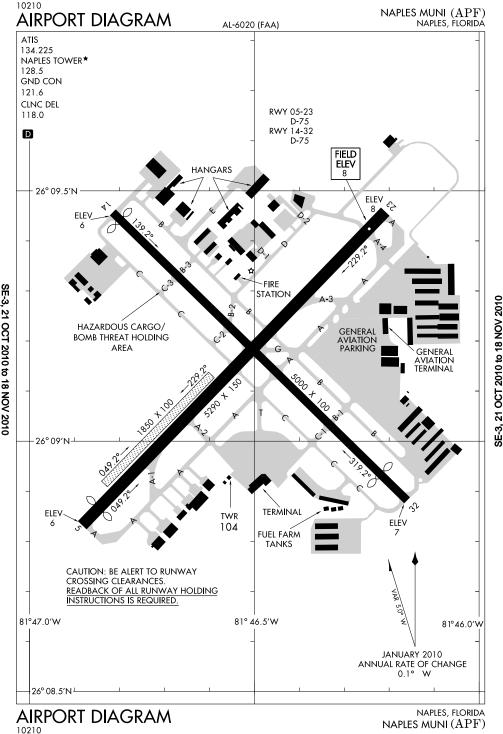












108 2 NE

RWY 05-23: H5290X150 (ASPH-GRVD) D-75

RWY 23: ODALS. PAPI(P4L)-GA 3.0° TCH 43'.

FUEL 100LL, JET A OX 3, 4

UTC-5(-4DT)

RWY 05: REIL. PAPI(P4R)-GA 3.5° TCH 30'. Thid dspicd 290'. Bidg.

D-75 RWY 14: REIL. PAPI(P4L)-GA 3.5° TCH 40'. Thid dspicd 128'. Rgt RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 38'. Thid dspicd 450'.

N26°09.14′ W81°46.55′

LDA-5000

LDA-4420

LDA-5000

LDA-4420

unless instructed by ATC. Use of turf Rwy SW-NE restricted to individuals who have reviewed and signed letter of agreement avbl at General Aviation Terminal. TPA for single engine acft 1008(1000). Twy C from C-1 to the AER

TPA-See Remarks Class I, ARFF Index A

RWY SW/NE: 1850X100 (TURF) RUNWAY DECLARED DISTANCE INFORMATION

(APF)

RWY 14-32: H5000X100 (ASPH)

NAPLES MUNI

Rgt tfc.

8 B S4

NOTAM FILE APF

TORA-5000 TODA-5290 ASDA-5000 RWY 05:

RWY 14:

TORA-5000 TODA-5000 ASDA-4550 RWY 23:

TORA-5000 TODA-5000 ASDA-5000

RWY 32: TORA-5000 TODA-5000

AIRPORT REMARKS: Attended 1100-0300Z±, CLOSED to all acft

exceeding 75,000 lbs maximum gross weight dual gear as

indicated on acft operating certificate issued by the manufacturer.

Extremely noise sensitive area all quadrants. All turboiets use close-in noise abatement procedures. Stage 1 jet acft and Stage 2 jet acft ops prohibited. Voluntary restrictions exist for Stage 3 jet acft ops 0300-1200Z‡. Voluntary restraint from touch and go ops 0300-1200Z‡. Use care when exiting Rwy 05 onto Twy G. Do not turn onto Rwy 14-32

32 not visible from the twr. When twr clsd ACTIVATE MIRL Rwys 14-32, 05-23, PAPI Rwy 14 and Rwy 32, REIL Rwy 14, Rwy 32, Rwy 05 and ODALS Rwy 23-CTAF. WEATHER DATA SOURCES: ASOS (239) 643-9886. COMMUNICATIONS: CTAF 128.5 ATIS 134.225 (239) 643-5230

RCO 123.6 (MIAMI RADIO) (R) FORT MYERS APP/DEP CON 119.75 (1100-0500Z±)

R MIAMI CENTER APP/DEP CON 134.75 (0500-1100Z‡)

TOWER 128.5 (1100-0300Z±) GND CON 121.6 CLNC DEL 118.0

AIRSPACE: CLASS D svc 1100-0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE APF.

Chan 23 N26°09.21' W81°46.69' CYPRESS (T) VORW/DME 108.6 CYY

at fld. 9/03W. COMM/NAV/WEATHER REMARKS: UNICOM FREQ, pilots may ctc Naples Airport Authority for UNICOM svcs on 128.825.

ASDA-4870

NASA SHUTTLE LANDING FACILITY (TTS) NASA 6 E UTC-5(-4DT)

N28°36.90′ W80°41.67′

B Class I. ARFF Index Ltd. NOTAM FILE PIE

H-81, L-24F

RWY 15-33: H15000X300 (CONC-GRVD) S-120, D-220, 2S-175, 2D-500, 2D/2D2-800

RWY 15: ALSF2. RWY 33: ALSF2. DIAP

**GND CON 121.75** 

JACKSONVILLE

MIAMI

IAP. AD

H-8H, L-21D, 23B

MILITARY SERVICE: LGT For HIRL Rwy 15-33 ctc twr-128.55. Rwy 15-33 NSTD HIRL; 85' from rwy edge. Centerline lights Rwy 15-33 NSTD, 10,000'. JASU 3(M32A-60A) Must be scheduled in advance. FUEL J8. Must be scheduled 24 hr in advance.

MILITARY REMARKS: Attended 1100-0330Z‡. RSTD Official Business Only. For PPR telephone C321-867-2100. Airfield unattended holidays. CAUTION Numerous birds in vicinity of arpt. Part of ramp not visible from twr. Portions of rwy not visible from Base OPS. MISC The mid 8000' of Rwy 15-33 grooved. Limited twy and ramp space. WX DSN phone (45 Wx san) DSN 467-8484, C321-853-8484.

COMMUNICATIONS: CTAF 123.6 R ORLANDO APP/DEP CON 134.95 281.425

TOWER 128.55 284.0 (weekdays 1300-0100Z‡ except holidays, other times as required)

PMSV METRO 344.6 For backup support, ctc 26 OWS at C318-529-2651 AIRSPACE: CLASS D svc weekdays 1300-0100Z‡ except holidays, other times as required, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLB.

KENNEDY SPACE CENTER (H) TACAN Chan 59(Y) TTS (112.25) N28°37.57′ W80°41.75′ at fld. 57/0E. No NOTAM intermittent onr

(CSHEL4.CSHEL) 10042 SL-6020 (FAA) NAPLES MUNI (APF) CSHEL FOUR DEPARTURE (RNAV) NAPLES, FLORIDA ATIS LAKELAND ORLANDO 134.225 LAL ORI CLNC DEL 118.0 GND CON 121.6 NAPLES TOWER ★ 128.5 (CTAF) NOTE: RADAR required. FORT MYERS DEP CON★ 119.75 327.8 NOTE: DME/DME/IRU or GPS Required. NOTE: RNAV 1. **PULEC** NOTE: For Turbojet aircraft only. NOTE: For NON-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational. JUNLO TAKEOFF OBSTACLES: **CSHEL** SE-3, 21 OCT 2010 to 18 NOV 2010 Rwy 5: Trees beginning 92' from DER, left and right of centerline, up to 82' AGL/92' MSL. Tanks 1308' from DER, 293' left of centerline, up to 34' AGL/44' MSL. Rwy 14: Trees beginning 97' from DER, left and right of centerline, up to 101' AGL/ 108' MSL. Rwy 23: Trees beginning 126' from DER, left and right of centerline, up to 66' AGL/70' MSL. TAKEOFF MINIMUMS Rwy 32: Trees beginning 339' from DER, left Rwy 5, 14, 23, 32: Standard. and right of centerline, up to 119' AGL/123' MSL.



NOTE: Chart not to scale.

V

SE-3, 21 OCT 2010 to 18 NOV 2010

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5, 23, 32: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence.... TAKEOFF RUNWAY 14: Climb heading 137° to 600, then via radar vectors to CSHEL, then via depicted route to PULEC, thence....

....via (transition). Maintain 2000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL4.LAL):

ORLANDO TRANSITION (CSHEL4.ORL):

CSHEL FOUR DEPARTURE (RNAV)

NAPLES, FLORIDA NAPLES MUNI (APF)

(CSHEL4.CSHEL) 10042

21 OCT 2010 to 18 NOV 2010

OBSTACLE NOTE:
RWY 23; Trees 400 feet left and right of departure end of runway, up to 100 feet AGL/110 feet MSL.

**KEY WEST** 

113.5 EYW :---

Chan 82

N24° 35.15'

W81° 48.03'

L-21-23, H-8

## NOISE ABATEMENT NOTE:

NOTE: RADAR REQUIRED.

Jet aircraft departure procedures and headings are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Chart not to scale.

V

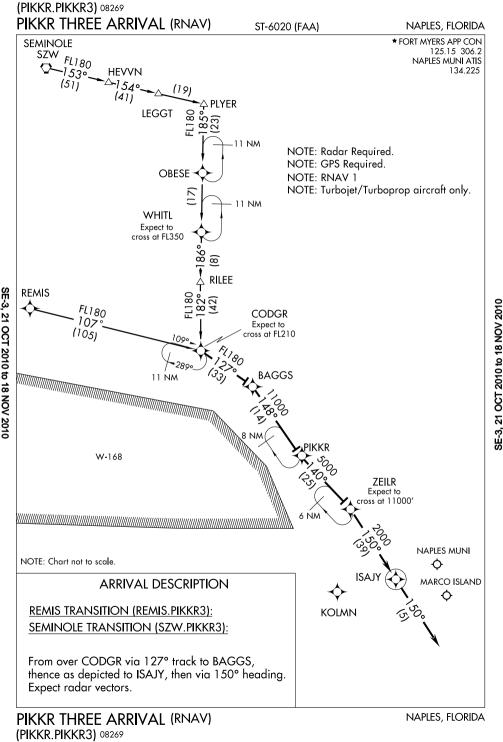
# DEPARTURE ROUTE DESCRIPTION

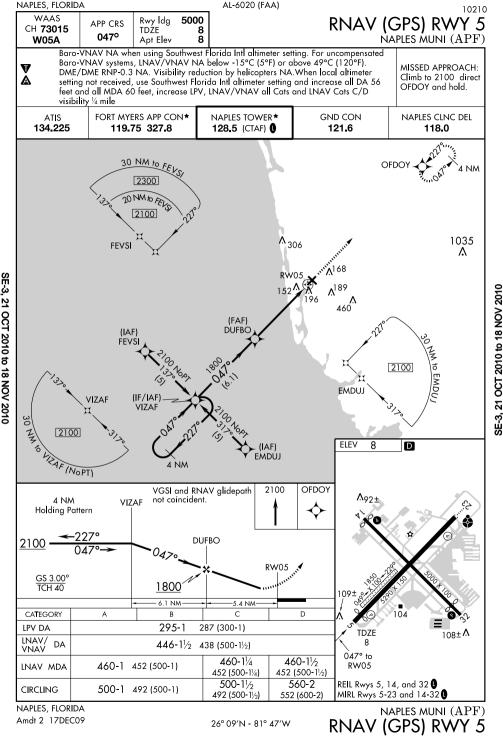
<u>TAKE-OFF RUNWAY 23:</u> Turn right heading 270°. Climb and maintain 2000. Expect radar vectors to join assigned route. Expect clearance to filed altitude 10 minutes after departure.

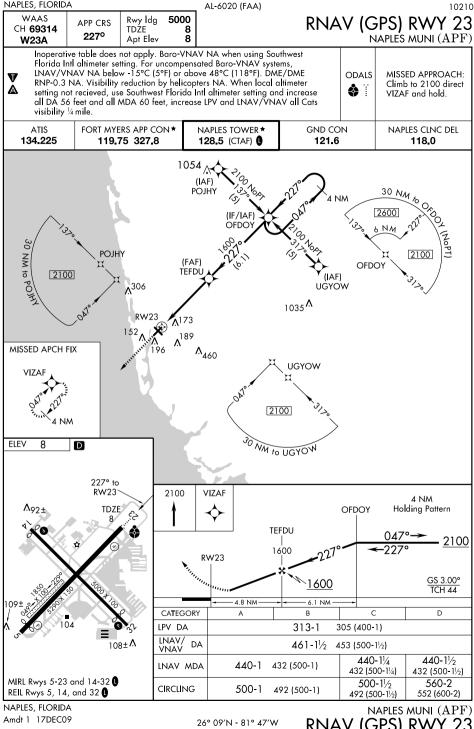
FT. LAUDERDALE 114.4 FLL Chan 91 N26° 04.48′

W80° 09.15

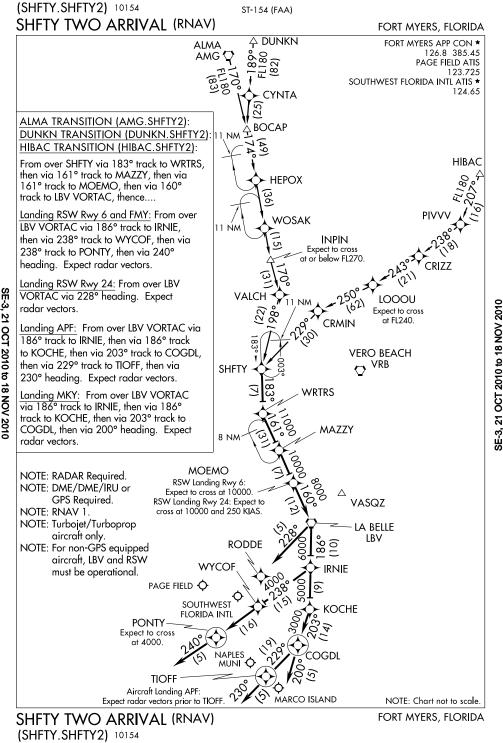
L-23, H-8

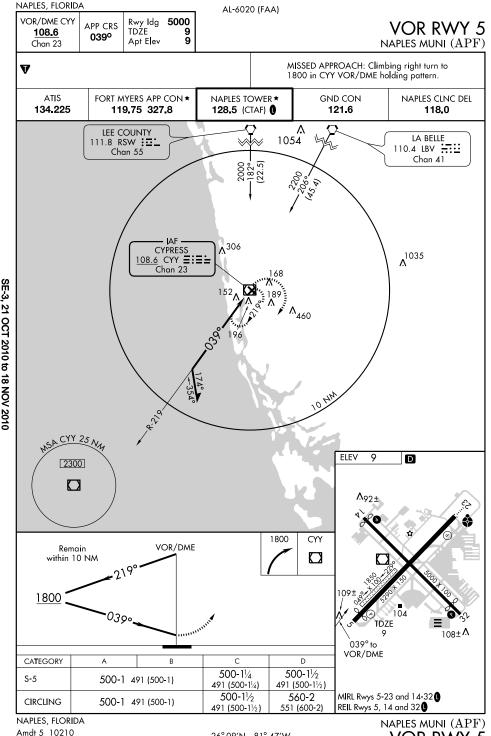






RNAV (GPS)

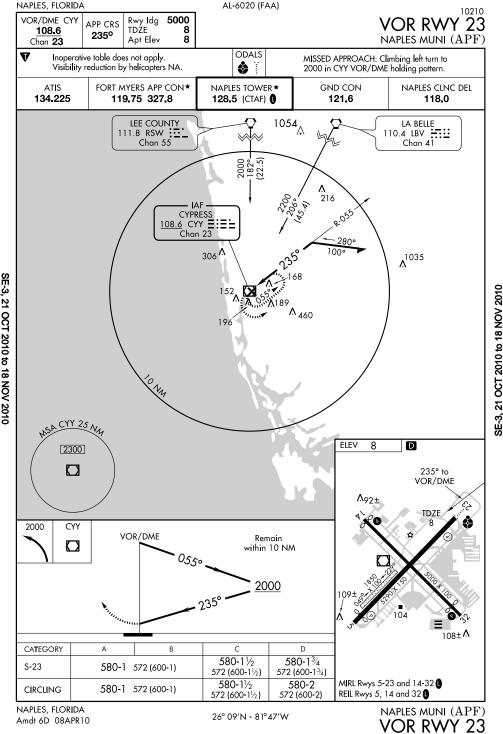




Amdt 5 10210

26° 09'N - 81° 47'W

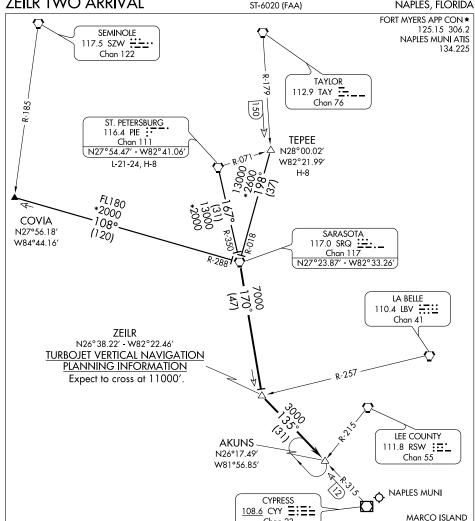
VOR RWY 5



(ZEILR.ZEILR2) 08325

NAPLES, FLORIDA

ZEILR TWO ARRIVAL



COVIA TRANSITION (COVIA.ZEILR2): From over COVIA INT via SRQ R-288 to SRQ VORTAC. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.ZEILR2): From over PIE VORTAC via PIE R-167 to SRQ VORTAC. Thence. . . .

Chan 23

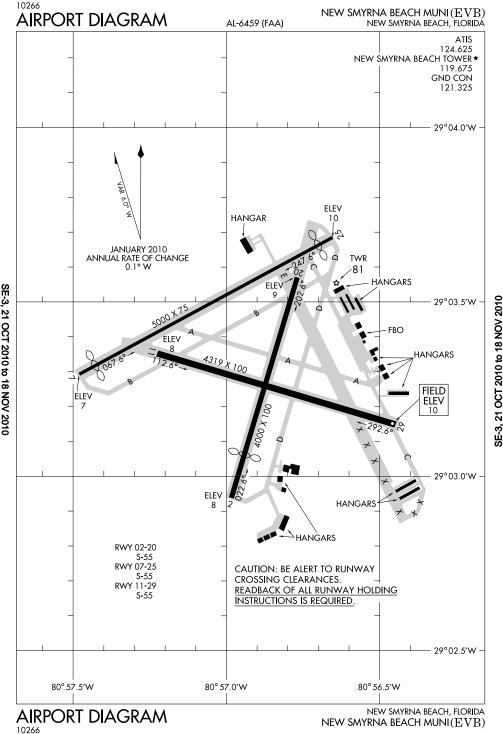
TEPEE TRANSITION (TEPEE.ZIELR2): From over TEPEE INT via SRQ R-018 to SRQ VORTAC. Thence. . . .

.From over SRQ VORTAC via SRQ R-170 to ZEILR INT. Then via CYY R-315 to AKUNS INT. Expect radar vectors to final approach course.

SE-3, 21 OCT 2010 to 18 NOV 2010

NOTE: Chart not to scale.

21 OCT 2010 to 18 NOV 2010



**FLORIDA** 

NAVARRE FT WALTON BEACH (1J9) 2 E UTC-6(-5DT) N30°24.38′ W86°49.75′ NOTAM FILE GNV

and invof arpt. Rwy 18 marked with 4' chain link fence. Rwy 18-36 LIRL are positioned 20' either side of rwy. Rwy 18-36 has 315' payed stopway on N end and 200' payed stopway on S end.

FUEL 100LL, JET A LIRI

RWY 18-36: H3852X60 (ASPH)

RWY 18: Road RWY 36: Fence

3 S

NOTAM FILE PIE

NEW SMYRNA BEACH

MASSEY RANCH AIRPARK (X5Ø)

COMMUNICATIONS: CTAF/UNICOM 122.7 R DAYTONA APP/DEP CON 125.35

W81°06 76'

B S4

RWY 20: P-line.

ASR

RWY 07-25: H5000X75 (ASPH)

RADIO AIDS TO NAVIGATION: NOTAM FILE OMN

ORMAND BEACH (H) VORTAC 112.6 OMN

18-36 marked with white cones. COMMUNICATIONS: CTAF/UNICOM 122.7

RWY 18-36: 2100X65 (TURF) RWY 18: Road.

NEW HIBISCUS AIRPARK

153° 21.8 NM to fld. 19/00E.

NEW SMYRNA BEACH NDB (MHW) 417 EVB N29°03.25' W80°56.49' 173° 4.6 NM to fld. NOTAM FILE PIE.

(See VERO BEACH)

UTC-5(-4) N28°58.73′ W80°55.50′

Chan 73 N29°18.20'

AIRPORT REMARKS: Attended 1600Z‡-dusk. Rwy 18-36 all tkfs Rwy 18; all ldgs Rwy 36. No helicopter ops. Rwy

AIRPORT REMARKS: Attended Mon-Fri 1400-22007±, Sat-Sun irregularly. Self svc fuel. Acft maintenance call 386-426-6346.

Glider and banner towing, aerobatics and parachuting activity on

UTC-5(-4DT) N29°03.34′ W80°56.94′

NOTAM FILE EVB

Ø €3 **(3** 

€3

109

NEW ORLEANS

IACKSONVILLE

**JACKSONVILLE** 

H-8H. L-24F

IAP. AD

L-24F

IAP

Area Œ Residential Area

ß €3 a 63 *(*3

> X 100 Œ Athletic 3

Field

€3

€3

Ø

RWY 07: Thid dsplcd 335'. Fence. RWY 25: Thid dsplcd 300'. Fence. RWY 11-29: H4319X100 (ASPH) S-55 MIRL RWY 11: PAPI(P4L) Trees.

NEW SMYRNA BEACH MUNI (EVB) 3 NW

FUEL 100LL, JET A

RWY 29: PAPI(P4L)-GA 3.0° TCH 32'. Road.

S-55

RWY 02-20: H4000X100 (ASPH) RWY 02: Thid dsplcd 785'. Fence.

AIRPORT REMARKS: Attended 1200-0300Z‡. For attendant after

TPA—See Remarks

MIRI

0300Z‡ call 386-424-2199. Arpt CLOSED for ultralights except PPR 386-424-2199. Birds on and invof arpt. Voluntary noise abatement: in effect ctc arpt manager details at 386-424-2199.

TPA-Igt acft 798(788), heavy acft 1198(1188). Rwys 02-20 and twy cracking with grass. ACTIVATE PAPI Rwy 11 and Rwy 29 and

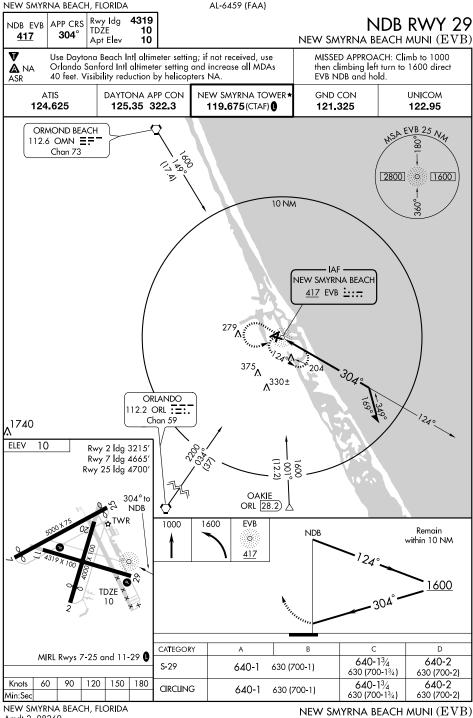
MIRL Rwv 11-29 and Rwv 07-25 after 0300Z‡-CTAF. WEATHER DATA SOURCES: AWOS-3 124.625 (386) 409-7405. COMMUNICATIONS: CTAF 119.675 ATIS 124.625 **UNICOM** 122.95 (R) DAYTONA APP/DEP CON 125.35

TOWER 119.675 (1200-0300Z‡) GND CON 121.325 AIRSPACE: CLASS D svc 1200-0300Z‡, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.

ORMOND BEACH (H) VORTAC 112.6 OMN

Chan 73 N29°18.20′ W81°06.76′ 150° 17.1 NM to fld. 19/00E. NDB (MHW) 417 EVB N29°03.25′ W80°56.49′ at fld. NOTAM FILE PIE.



Amdt 2 08269

SE-3, 21 OCT 2010 to 18 NOV 2010

NDB RW

NEW SMYRNA BEACH, FLORIDA WAAS 3215 Rwy Idg APP CRS CH **45900** TDŹE 021° 10 Apt Elev W02A

v

SE-3, 21 OCT 2010 to 18 NOV 2010

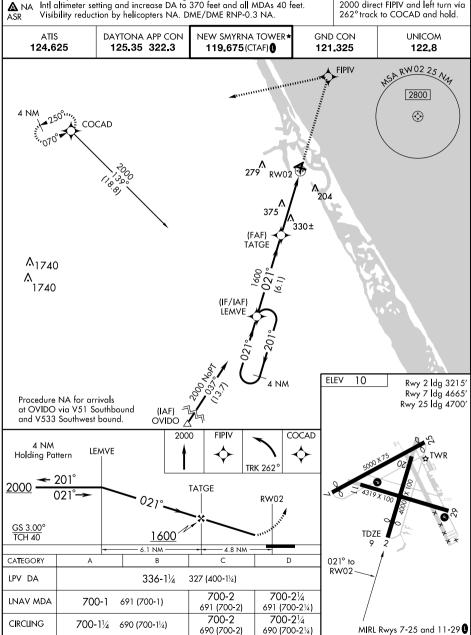
RNAV (GPS) RWY 2

NEW SMYRNA BEACH MUNI (EVB)

MISSED APPROACH: Climb to Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford

2000 direct FIPIV and left turn via 262° track to COCAD and hold

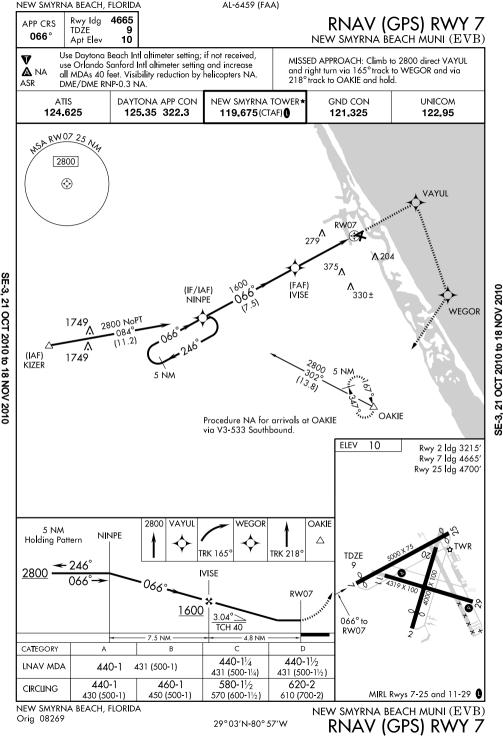
SE-3, 21 OCT 2010 to 18 NOV 2010



AL-6459 (FAA)

NEW SMYRNA BEACH, FLORIDA Orig 08269

NEW SMYRNA BEACH MUNI (EVB)RNAV (GPS) RWY 2

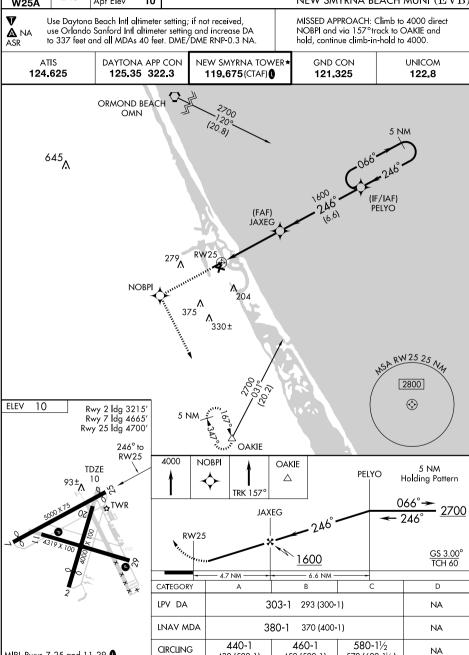


NEW SMYRNA BEACH, FLORIDA WAAS 4700 Rwy Idg APP CRS CH **50500** TDŹE 10 246° 10 Apt Elev W25A

RNAV (GPS) RWY 25

SE-3, 21 OCT 2010 to 18 NOV 2010

NEW SMYRNA BEACH MUNI (EVB)



AL-6459 (FAA)

MIRL Rwys 7-25 and 11-29 ( NEW SMYRNA BEACH, FLORIDA Orig 08269

SE-3, 21 OCT 2010 to 18 NOV 2010

NEW SMYRNA BEACH MUNI (EVB)**RNAV** (GPS) RWY 25

570 (600-11/2)

430 (500-1)

450 (500-1)

NEW SMYRNA BEACH, FLORIDA AL-6459 (FAA) WAAS 4319 Rwy Idg APP CRS CH **97700** TDŹE 10 291° 10 Apt Elev

W29A

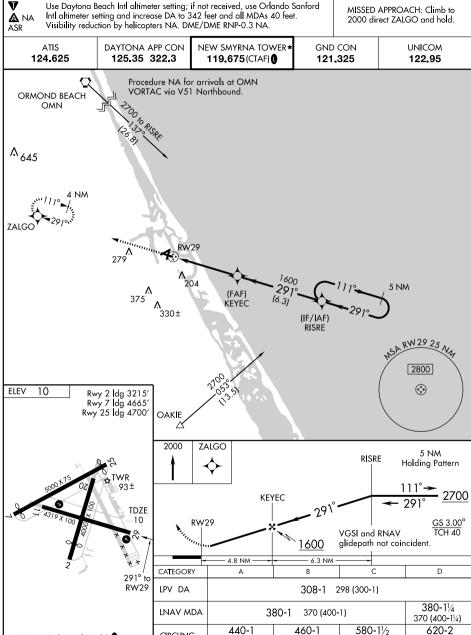
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 29

NEW SMYRNA BEACH MUNI (EVB)

SE-3, 21 OCT 2010 to 18 NOV 2010

Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase DA to 342 feet and all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.



MIRL Rwys 7-25 and 11-29 **()** NEW SMYRNA BEACH, FLORIDA Orig 08269

NEW SMYRNA BEACH MUNI (EVB)**RNAV** (GPS)

610 (700-2)

570 (600-11/2)

430 (500-1)

450 (500-1)

CIRCLING

**FLORIDA** 

## FT WALTON BEACH (1J9) 2 E UTC-6(-5DT) N30°24.38′ W86°49.75′ NOTAM FILE GNV RWY 18-36: 2100X65 (TURF)

18-36 marked with white cones. COMMUNICATIONS: CTAF/UNICOM 122.7

RWY 18: Road.

NEW HIBISCUS AIRPARK

NAVARRE

RWY 18-36: H3852X60 (ASPH) LIRI

FUEL 100LL, JET A

RWY 18: Road RWY 36: Fence

> COMMUNICATIONS: CTAF/UNICOM 122.7 R DAYTONA APP/DEP CON 125.35

> > W81°06 76'

RWY 20: P-line.

ASR

RADIO AIDS TO NAVIGATION: NOTAM FILE OMN

ORMAND BEACH (H) VORTAC 112.6 OMN

NOTAM FILE PIE

3 S

MASSEY RANCH AIRPARK (X5Ø)

NEW SMYRNA BEACH

and invof arpt. Rwy 18 marked with 4' chain link fence. Rwy

18-36 LIRL are positioned 20' either side of rwy. Rwy 18-36 has 315' payed stopway on N end and 200' payed stopway on S end.

153° 21.8 NM to fld. 19/00E.

NEW SMYRNA BEACH NDB (MHW) 417 EVB N29°03.25' W80°56.49' 173° 4.6 NM to fld. NOTAM FILE PIE.

(See VERO BEACH)

UTC-5(-4) N28°58.73′ W80°55.50′

Chan 73 N29°18.20'

AIRPORT REMARKS: Attended 1600Z‡-dusk. Rwy 18-36 all tkfs Rwy 18; all ldgs Rwy 36. No helicopter ops. Rwy

AIRPORT REMARKS: Attended Mon-Fri 1400-22007±, Sat-Sun

irregularly. Self svc fuel. Acft maintenance call 386-426-6346.

UTC-5(-4DT) N29°03.34′ W80°56.94′

NOTAM FILE EVB

€3 Glider and banner towing, aerobatics and parachuting activity on

Ø

€3

109

NEW ORLEANS

IACKSONVILLE

**JACKSONVILLE** 

H-8H. L-24F

IAP. AD

L-24F

IAP

**(3** Area ß €3 a Œ Residential 63 Area *(*3

B S4 FUEL 100LL, JET A TPA—See Remarks RWY 07-25: H5000X75 (ASPH) S-55 MIRI RWY 07: Thid dsplcd 335'. Fence. RWY 25: Thid dsplcd 300'. Fence.

NEW SMYRNA BEACH MUNI (EVB) 3 NW

RWY 11-29: H4319X100 (ASPH) S-55 MIRL RWY 11: PAPI(P4L) Trees. RWY 29: PAPI(P4L)-GA 3.0° TCH 32'. Road.

RWY 02-20: H4000X100 (ASPH) RWY 02: Thid dsplcd 785'. Fence.

AIRPORT REMARKS: Attended 1200-0300Z‡. For attendant after

0300Z‡ call 386-424-2199. Arpt CLOSED for ultralights except PPR 386-424-2199. Birds on and invof arpt. Voluntary noise

abatement: in effect ctc arpt manager details at 386-424-2199. TPA-Igt acft 798(788), heavy acft 1198(1188). Rwys 02-20 and twy cracking with grass. ACTIVATE PAPI Rwy 11 and Rwy 29 and

MIRL Rwv 11-29 and Rwv 07-25 after 0300Z‡-CTAF. WEATHER DATA SOURCES: AWOS-3 124.625 (386) 409-7405. COMMUNICATIONS: CTAF 119.675 ATIS 124.625 **UNICOM** 122.95 (R) DAYTONA APP/DEP CON 125.35

TOWER 119.675 (1200-0300Z‡) GND CON 121.325 AIRSPACE: CLASS D svc 1200-0300Z‡, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OMN. ORMOND BEACH (H) VORTAC 112.6 OMN

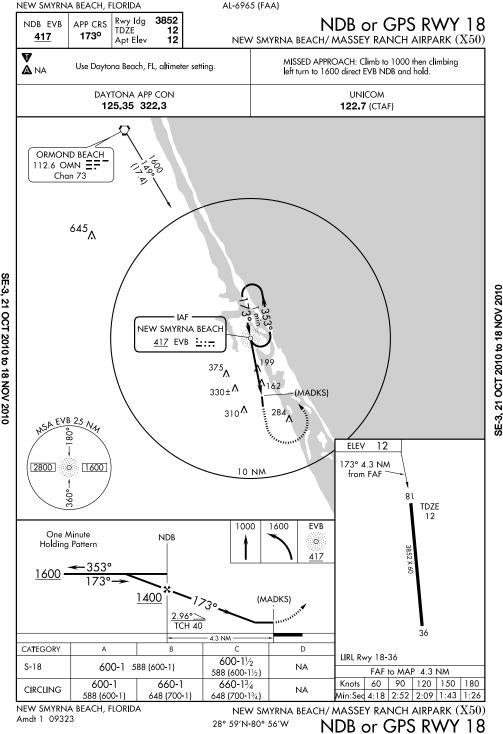
Chan 73 N29°18.20′ W81°06.76′ NDB (MHW) 417 EVB N29°03.25′ W80°56.49′ at fld. NOTAM FILE PIE.

€3 €3 Ø

150° 17.1 NM to fld. 19/00E.

X 100 Œ Athletic 3

Field



#### 110 **FLORIDA**

NORTH PAIM REACH CO GENERAL AVIATION (See WEST PALM BEACH)

NORTHWEST FLORIDA-PANAMA CITY INTL (See PANAMA CITY)

NAK TREE LANDING (See HIGH SPRINGS)

OCALA INTL-JIM TAYLOR FLD (OCF) 4 W UTC-5(-4DT)

S4

N29°10.31′ W82°13.45′

FUEL 100LL, JET A1 + OX 1, 2 Class IV ARFF Index A

(See HOLLYWOOD)

RWY 18-36: H7467X150 (ASPH-GRVD) S-60, D-125, 2S-158, 2D-220

RWY 18: PAPI(P4L). Thid dsplcd 160'. Trees.

RWY 36: MALSR, PAPI(P4L)—GA 3.0° TCH 52', Thid dspicd 561'.

RWY 08-26: H3009X50 (ASPH) S-30

RWY NR. Trees RWY 26. P-line

RUNWAY DECLARED DISTANCE INFORMATION

NORTH PERRY

RWY 18: TORA-7467 TODA-7467 ASDA-6907 LDA-6747 RWY 36: TORA-7467 TODA-7467 ASDA-6907 LDA-6347 AIRPORT REMARKS: Attended 1100-0300Z‡. For attendant after 0100Z‡ call 352-572-0492. Rwy 08-26 CLOSED to air carrier acft. CLOSED to air carrier ops with more than 30 passenger

seats except 24 hr PPR call arpt manager 352-629-8377. All acft departing Rwy 18 maintain rwy heading to 800' AGL or until

reaching end of rwy whichever occurs later before making left turns. Customs svc unavbl. Rwy 36 designated calm wind rwy. Twy E Igts OTS. Rwy 18 PAPI OTS. When twr clsd, ACTIVATE MALSR

Rwy 36, PAPI Rwy 18, MIRL Rwy 18-36-CTAF, PAPI Rwy 36 opr SS-SR

WEATHER DATA SOURCES: AWOS-3 128.125 (352) 237-8525. COMMUNICATIONS: CTAF 119.25 ATIS 128.125 UNICOM 123.0 RCO 122.1R 113.7T (GAINESVILLE RADIO)

(R) JACKSONVILLE APP/DEP CON 118.6 TOWER 119.25 (1200-0100Z±) GND 121.4

AIRSPACE: CLASS D svc (1200-0100Z±) other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE OCF. (L) VORTAC 113.7 OCF Chan 84 N29°10.65′ W82°13.58′

at fld. 80/00E. JUMPI NDB (LOM) 423 OC

N29°03.39′ W82°13.39′ ILS 111.5 Rwv 36. Class IE. I-OCF LOM JUMPI NDB. (Unmonitored).

(OBE) 3 NW

OKEECHOBEE CO UTC-5(-4DT) N27°15.99' W80°51.02'

S3 FUEL 100LL, JET A OX 1, 3 NOTAM FILE PIE

RWY 05-23: H5000X100 (ASPH) S-40 MIRL

PAHOKEE (H) VORTAC 115.4 PHK Chan 101 N26°46.96′ W80°41.49′

RWY 05: REIL, PAPI(P4R)—GA 3.0° TCH 52', Tree.

(See MIAMI)

RWY 14-32: H4000X75 (ASPH) S-30

RWY 14: REIL, PAPI(P4L)—GA 3.0° TCH 40', Tree. AIRPORT REMARKS: Attended 1300-2200Z±. After hrs call 863-634-0352, Ultralight activity on and invof arpt, Bird

Hazard, cranes invof arpt. Non-powered flt activity prohibited within arpt tfc pat. Tkf and ldg on grass areas are at own risk. Rwy 05 calm wind rwy. Rwy 05-23 outboard 25' paved shoulders. Rwy 14-32 outboard 37' paved

HIWAS. OPA LOCKA EXECUTIVE

shoulders, FBO phone is 863-467-5888, ACTIVATE MIRL Rwv 05-23-CTAF. WEATHER DATA SOURCES: AWOS-3 118.675 (863) 467-1148.

COMMUNICATIONS: CTAF/UNICOM 123.0 MIAMI CENTER APP/DEP CON 132.25 RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

RWY 23: REIL, PAPI(P4L)—GA 3.0° TCH 40', Tree.

004° 7 NM to fld.

MIAMI

JACKSONVILLE

IAP

H-8H, L-21D, 24F

NOTAM FILE OCF

150

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344° 30.2 NM to fld. 16/00E.

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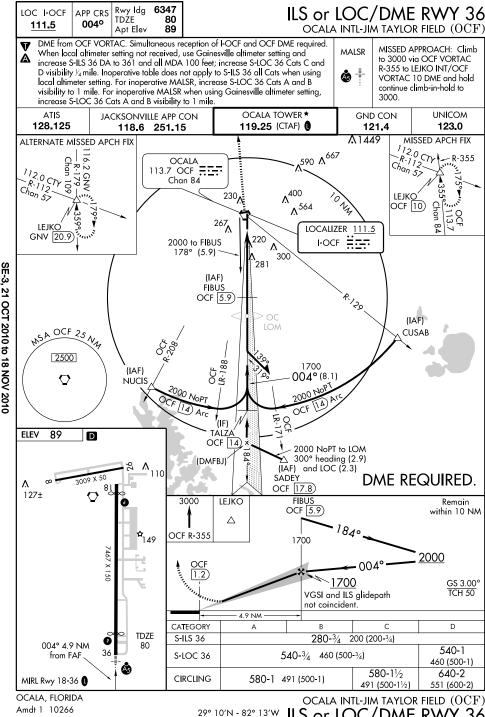
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MIRI

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H-81, L-23C

IAP

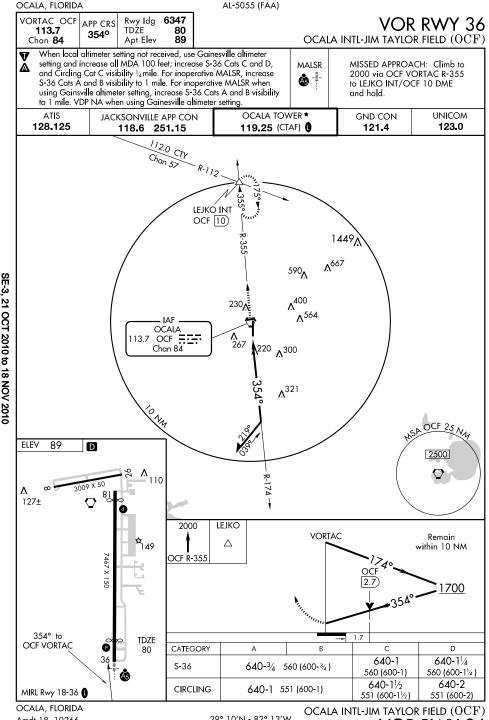


AL-5055 (FAA)

Amdt 1 10266

OCALA, FLORIDA

ILS or LOC/DME RWY 36



Amdt 18 10266

29° 10′N - 82° 13′W

#### 110 **FLORIDA**

NORTH PAIM REACH CO GENERAL AVIATION (See WEST PALM BEACH)

NORTHWEST FLORIDA-PANAMA CITY INTL (See PANAMA CITY)

NAK TREE LANDING (See HIGH SPRINGS)

OCALA INTL-JIM TAYLOR FLD (OCF) 4 W UTC-5(-4DT)

S4

N29°10.31′ W82°13.45′

FUEL 100LL, JET A1 + OX 1, 2 Class IV ARFF Index A

(See HOLLYWOOD)

RWY 18-36: H7467X150 (ASPH-GRVD) S-60, D-125, 2S-158, 2D-220

RWY 18: PAPI(P4L). Thid dsplcd 160'. Trees.

RWY 36: MALSR, PAPI(P4L)—GA 3.0° TCH 52', Thid dspicd 561'.

RWY 08-26: H3009X50 (ASPH) S-30

RWY NR. Trees RWY 26. P-line

RUNWAY DECLARED DISTANCE INFORMATION

NORTH PERRY

RWY 18: TORA-7467 TODA-7467 ASDA-6907 LDA-6747 RWY 36: TORA-7467 TODA-7467 ASDA-6907 LDA-6347 AIRPORT REMARKS: Attended 1100-0300Z‡. For attendant after 0100Z‡ call 352-572-0492. Rwy 08-26 CLOSED to air carrier acft. CLOSED to air carrier ops with more than 30 passenger

seats except 24 hr PPR call arpt manager 352-629-8377. All acft departing Rwy 18 maintain rwy heading to 800' AGL or until

reaching end of rwy whichever occurs later before making left turns. Customs svc unavbl. Rwy 36 designated calm wind rwy. Twy E Igts OTS. Rwy 18 PAPI OTS. When twr clsd, ACTIVATE MALSR

Rwy 36, PAPI Rwy 18, MIRL Rwy 18-36-CTAF, PAPI Rwy 36 opr SS-SR

WEATHER DATA SOURCES: AWOS-3 128.125 (352) 237-8525. COMMUNICATIONS: CTAF 119.25 ATIS 128.125 UNICOM 123.0 RCO 122.1R 113.7T (GAINESVILLE RADIO)

(R) JACKSONVILLE APP/DEP CON 118.6 TOWER 119.25 (1200-0100Z±) GND 121.4

AIRSPACE: CLASS D svc (1200-0100Z±) other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE OCF. (L) VORTAC 113.7 OCF Chan 84 N29°10.65′ W82°13.58′

at fld. 80/00E. JUMPI NDB (LOM) 423 OC

N29°03.39′ W82°13.39′ ILS 111.5 Rwv 36. Class IE. I-OCF LOM JUMPI NDB. (Unmonitored).

(OBE) 3 NW

OKEECHOBEE CO UTC-5(-4DT) N27°15.99' W80°51.02'

S3 FUEL 100LL, JET A OX 1, 3 NOTAM FILE PIE

RWY 05-23: H5000X100 (ASPH) S-40 MIRL

PAHOKEE (H) VORTAC 115.4 PHK Chan 101 N26°46.96′ W80°41.49′

RWY 05: REIL, PAPI(P4R)—GA 3.0° TCH 52', Tree.

(See MIAMI)

RWY 14-32: H4000X75 (ASPH) S-30

RWY 14: REIL, PAPI(P4L)—GA 3.0° TCH 40', Tree. AIRPORT REMARKS: Attended 1300-2200Z±. After hrs call 863-634-0352, Ultralight activity on and invof arpt, Bird

Hazard, cranes invof arpt. Non-powered flt activity prohibited within arpt tfc pat. Tkf and ldg on grass areas are at own risk. Rwy 05 calm wind rwy. Rwy 05-23 outboard 25' paved shoulders. Rwy 14-32 outboard 37' paved

HIWAS. OPA LOCKA EXECUTIVE

shoulders, FBO phone is 863-467-5888, ACTIVATE MIRL Rwv 05-23-CTAF. WEATHER DATA SOURCES: AWOS-3 118.675 (863) 467-1148.

COMMUNICATIONS: CTAF/UNICOM 123.0 MIAMI CENTER APP/DEP CON 132.25 RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

RWY 23: REIL, PAPI(P4L)—GA 3.0° TCH 40', Tree.

004° 7 NM to fld.

MIAMI

JACKSONVILLE

IAP

H-8H, L-21D, 24F

NOTAM FILE OCF

150

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344° 30.2 NM to fld. 16/00E.

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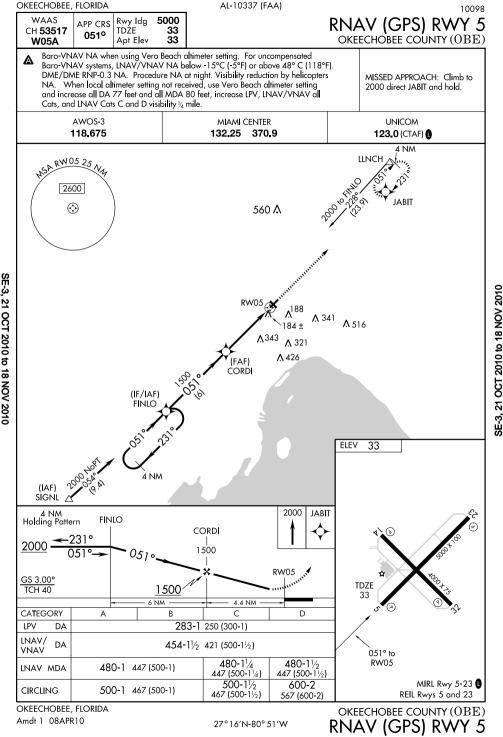
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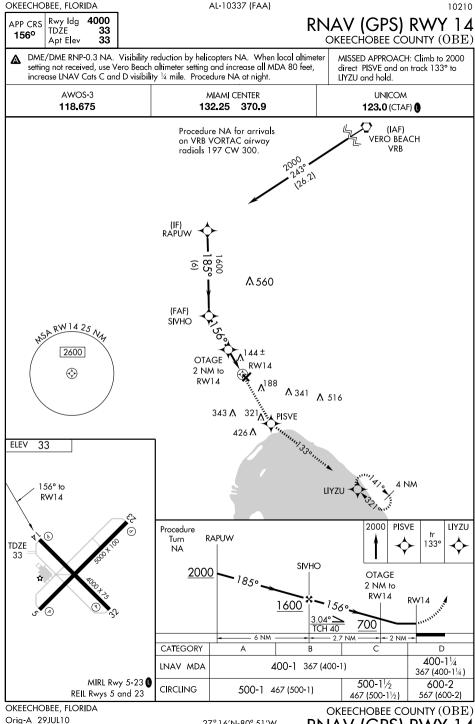
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H-81, L-23C

IAP



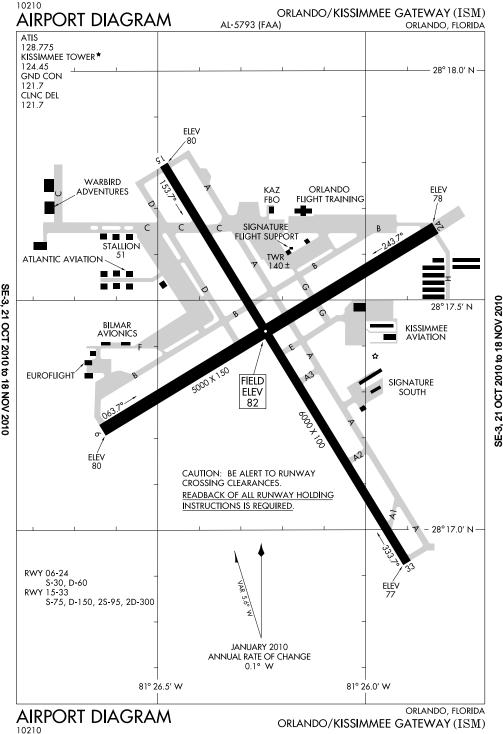


RNAV (GPS) RV

Orig-A 29JUL10

SE-3, 21 OCT 2010 to 18 NOV 2010

OKEECHOBEE COUNTY (OBE RNAV (GPS) RWY 32



**FLORIDA** KISSIMMEE GATEWAY (ISM) 16SW UTC-5(-4DT) N28°17.39′ W81°26.23′

## RWY 15: MALSF, PAPI(P4L)-GA 3.0° TCH 51', Trees, Rgt tfc. RWY 33: PAPI(P4L)—GA 3.0° TCH 45', Trees.

RWY 06-24: H5000X150 (ASPH-GRVD) S-30. D-60 MIRL RWY 06: PAPI(P4L)-GA 3.0° TCH 45'. Trees. Rgt tfc.

RWY 24: PAPI(P4L)—GA 3.0° TCH 45', Trees. AIRPORT REMARKS: Attended 1200-0300Z±. Arpt CLOSED to ultralight acft except by prior permission from arpt manager. Noise sensitive area 1/2 mile north of AER 24. Rwy 06 holding bay restricted to acft with wingspan of 49' or less. No early turnouts

on Rwy 06 departures. Reg all Jets/Turbo props use National Business Acft Association close-in procedures, Rwy 15 is preferred calm wind rwy. TPA for lgt acft 1000(918), turboprop and jet acft 1500(1418). MIRL Rwy 15-33 and Rwy 06-24 preset low ints dusk-0300Z±, to increase ints and ACTIVATE after 0300Z‡—CTAF, ACTIVATE MALSF Rwv 15 and PAPI Rwv 06, Rwv 24, Rwy 15 and Rwy 33-CTAF. WEATHER DATA SOURCES: AWOS-3 128.775 (407) 847-0533. HIWAS

COMMUNICATIONS: CTAF 124.45 ATIS 128.775 UNICOM 122.95 (R) ORLANDO APP/DEP CON 119.4 CLNC DEL 119.95 (0100-1300Z±) TOWER 124.45 (1200-0300Z±) GND CON 121 7 CINC DEL 121 7

AIRSPACE: CLASS D svc 1200-0300Z± other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE ORI ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′

112 2 ORI

HIWAS. NDB (MHW) 329 ISM N28°17.36′ W81°26.05′ at fld. NOTAM FILE ISM, NDB unmonitored 0300-1200Z±.

SHUTDOWN. ILS/DME 109.75 I-ISM Chan 34(Y) Rwy 15. Unmonitored.

H-8H, L-21D, 24F FUEL 100LL, JET A OX 1 TPA—See Remarks NOTAM FILE ISM RWY 15-33: H6000X100 (ASPH-GRVD) S-75, D-150, 2S-95, 2D-300 IAP. AD 00000 ... Residential Area Golf Course

200° 16.1 NM to fld. 102/00E.

**JACKSONVILLE** 

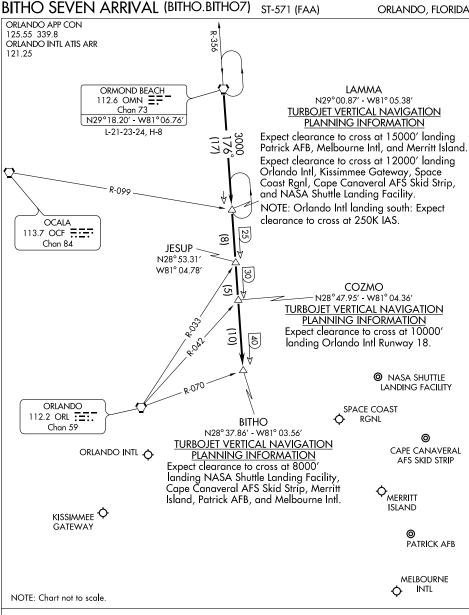
333

### BAIRN TWO ARRIVAL (RNAV) ORLANDO APP CON 125.55 338.2 ORLANDO Ò ORLANDO INTL ATIS SANFORD INTL **POPYE** 121.25 LEESBURG KMCO Landing South: Expect radar vectors after POPYE. NOTE: Radar Required. **SEEDO** NOTE: DME/DME/IRU or GPS Required. NOTE: RNAV 1. **EXECUTIVE** NOTE: For non-GPS equipped aircraft: PHK, **RAMEZ** MLB, VRB and ORL must be operational for the PBI and PHK 9 Transitions. ORLANDO INTL ( NOTE: MLB and ORL must be operational **MICKX** for the VRB Transition. NOTE: TURBOJET/TURBOPROP aircraft KISSIMMEE only. GATEWAY NOBBS Landing KISM, KORL, KSFB, KLEE: Expect radar vectors after NOBBS. KMCO Landing North: Expect radar vectors after NOBBS. **BAIRN** 26<sub>00</sub> VERTICAL NAVIGATION PLANNING `NM KMCO Landing South: Expect to cross at 11000. VERO BEACH KMCO Landing North: **VRB** Expect to cross at 8000. Landing KISM: Expect to cross at 8000. LLNCH ARRIVAL ROUTE DESCRIPTION PAHOKEE TRANSITION (PHK.BAIRN2): PALM BEACH TRANSITION (PBI.BAIRN2): vero beach transition (vrb.bairn2): From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE. LOST COMMUNICATIONS: KMCO LANDING NORTH: Continue track to NOBBS. then proceed direct to SERAY, turn right to intercept **PAHOKEE** RWY 35R final approach course, conduct approach. PHK PALM BEACH PBI KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept

# BAIRN TWO ARRIVAL (RNAV)

RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale. ORLANDO, FLORIDA



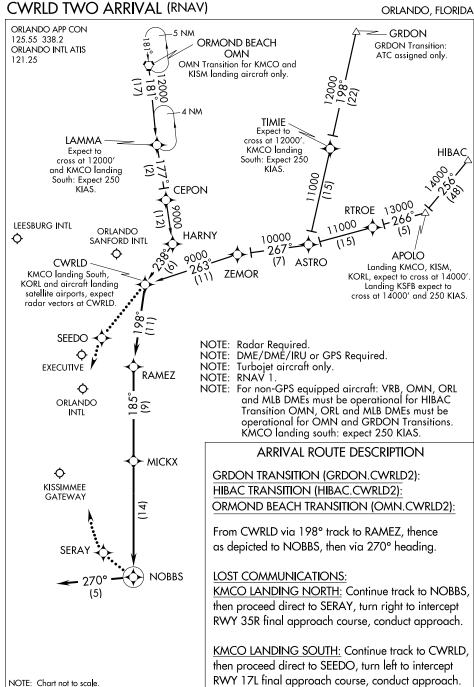
From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

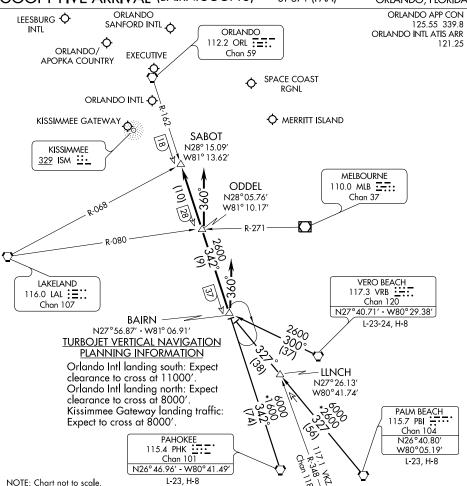
# COSTR TWO ARRIVAL (RNAV) (COSTR.COSTR2) 09239

21 OCT 2010 to 18 NOV 2010

ORLANDO, FLORIDA
ORLANDO INTL

NOTE: Chart not to scale.





PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT.

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN

INT. Thence. . . .

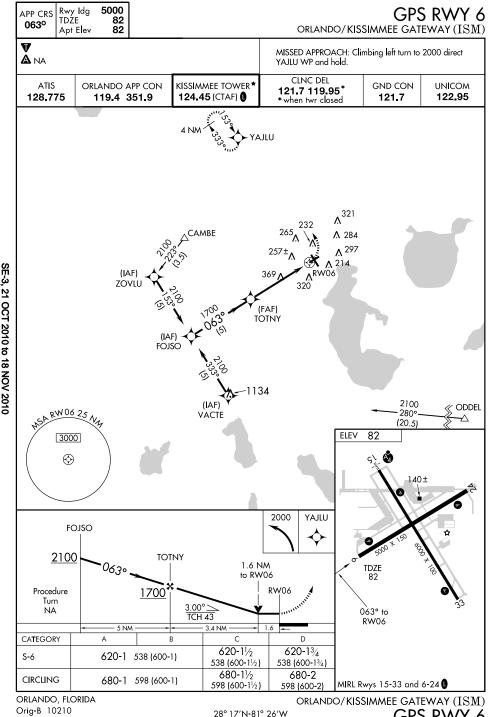
## **ORLANDO INTL:**

.... RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . . RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . . From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

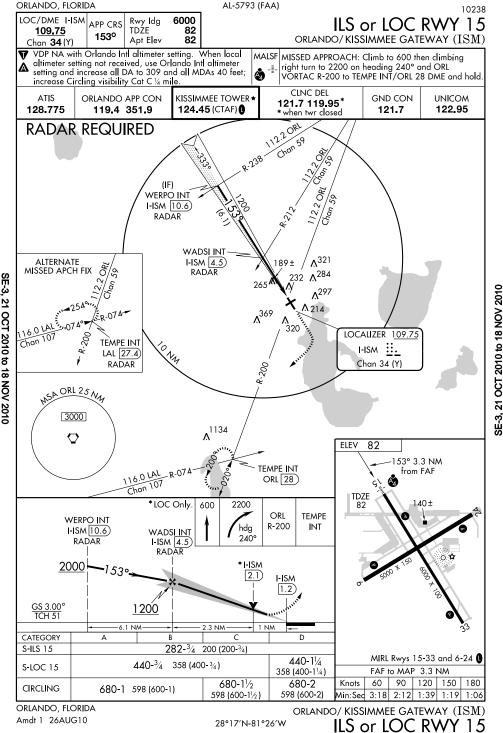
ALL OTHER AIRPORTS: . . . . From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

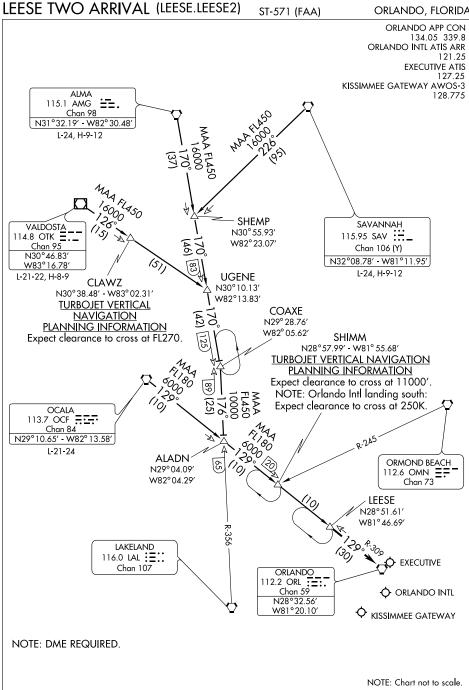


AL-5793 (FAA)

Orig-B 10210

ORLANDO, FLORIDA





LEESE TWO ARRIVAL (LEESE.LEESE2)

# ARRIVAL DESCRIPTION

<u>ALMA TRANSITION (AMG.LEESE2):</u> From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and ORL R-309 to LEESE DME. Thence....

SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT,

then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT,

....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

# OCALA TRANSITION (OCF.PIGLT2): VALDOSTA TRANSITION (OTK.PIGLT2):

From over JAFAR via 140° track to PIGLT, thence as depicted to KAYWY.

# LOST COMMUNICATIONS:

SE-3, 21 OCT 2010 to 18 NOV 2010

NORTH OPERATION: Continue track to JAFAR, track to KAYWY, track to EXBAN, then turn left to intercept RWY 36L final approach course, conduct approach.

SOUTH OPERATION: Continue track to JAFAR, track to TTIGR, track to ONNER, then turn right to intercept RWY 18R final approach course, conduct approach.

# TWONA 185° PACCA EXECUTIVE PACCA 110 ORLANDO INTL KISSIMMEE GATEWAY (11) KAYWY 090° TEXBAN

# PIGLT TWO ARRIVAL (RNAV) (PIGLT.PIGLT2) 09239

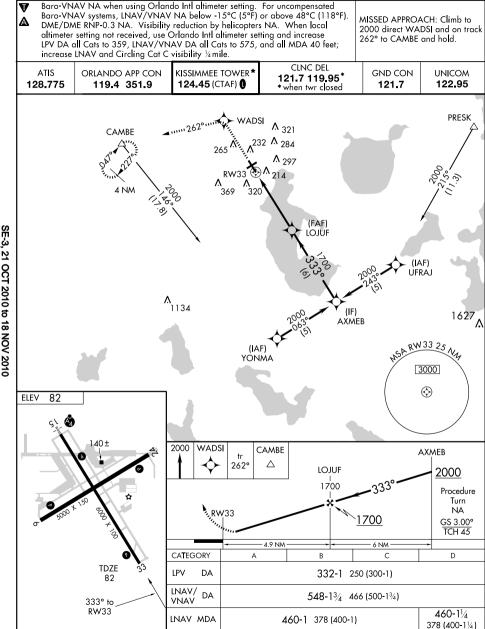
ORLANDO, FLORIDA

NOTE: Chart not to scale.

ORLANDO, FLORIDA AL-5793 (FAA) 10238 WAAS 6000 RNAV (GPS) RWY 15 Rwy Idg APP CRS CH 45507 82 TDŹE 153° ORLANDO/KISSIMMEE GATEWAY (ISM) 82 Apt Elev W15A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) V or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA MALSF Α MISSED APPROACH: Climb when using Orlando Intl altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. When local altimeter setting not to 2200 direct YARTU and on **\*** ---track 221° to TEMPE and hold received, use Orlando Intl altimeter setting and increase LPV DA all Čats to 309, LNAV/VNAV DA all Cats to 559, and all MDA 40 feet; increase LNAV/VNAV all Cats and Circling Cat C visibility 1/4 mile. CLNC DEL ORLANDO APP CON KISSIMMEE TOWER\* GND CON ATIS UNICOM 121.7 119.95\* 128.775 119.4 351.9 124.45 (CTAF) 0 121.7 122.95 \* when twr closed 2,000 (IAF) Procedure NA for arrivals at ORL **ORLANDO** (2.6) VORTAC on V533 northeast bound. ORL 2000 072° (FAF) (13.11 WADSI ۸<sup>321</sup> (IAF) ^284 265 232 JĖNSN RW15 Λ 297 Procedure NA for arrivals at JENSN on V152 southwest bound. 1 214 SARW 15 25 Ny 3000 YARTU MISSED APCH FIX TEMPE 1134 ELEV 82 4 NM 1.53° to RW15 2200 **YARTU** TEMPE WERPO 221° TDZE 82 WADSI 2000 \* LNAV only 1200 530 \*1.2 NM Procedure 140± to RW15 Turn RW15 NA 1200 GS 3.00° TCH 51 6.1 NM 2.1 NM CATEGORY Α В С D LPV DA 282-3/4 200 (200-3/4) LNAV/ DA 532-11/2 450 (500-11/2) VNAV 520-11/4 520-11/2 520-3/4 438 (500-3/4) LNAV MDA 438 (500-11/4) 438 (500-11/2) 680-11/2 680-2 CIRCLING 680-1 598 (600-1) MIRL Rwys 15-33 and 6-24 598 (600-1%) 598 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010

ORLANDO, FLORIDA ORLANDO/KISSIMMEE GATEWAY (ISM) Amdt 1 26AUG10 28°17′N-81°26′W



ORLANDO, FLORIDA Amdt 1 26AUG10

MIRL Rwys 15-33 and 6-24 **(** 

ORLANDO/KISSIMMEE GATEWAY (ISM) RNAV (GPS) RWY 33

680-11/2

598 (600-11/2)

680-2

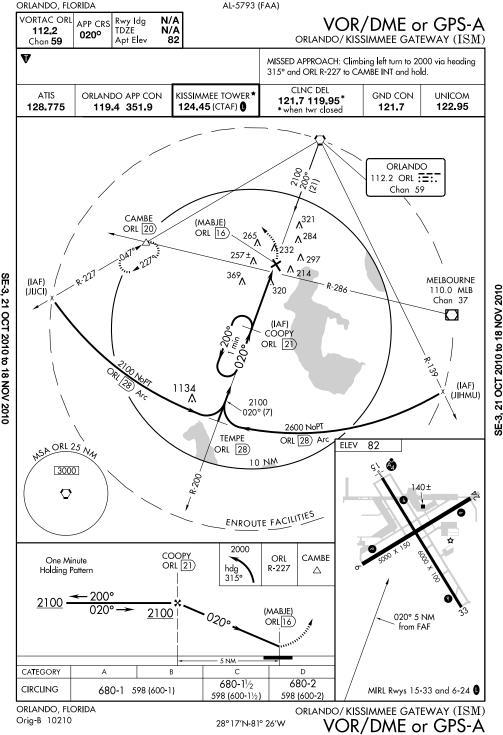
598 <u>(600-2)</u>

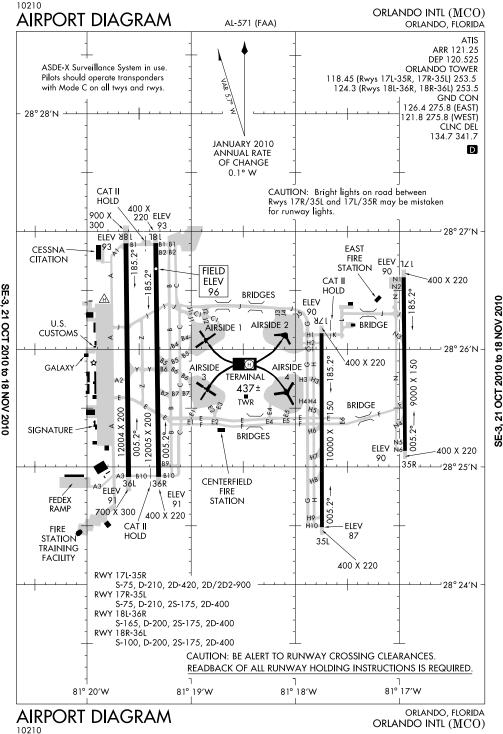
SE-3, 21 OCT 2010 to 18 NOV 2010

680-1

598 (600-1)

CIRCLING





**FLORIDA** 

188

(MCO) 6 SE UTC-5(-4DT) N28°25.76′ W81°18.54′ FUEL 100LL, JET A LRA Class I, ARFF Index E NOTAM FILE MCO

RWY 18L-36R: H12005X200 (CONC-ASPH-GRVD) S-165, D-200, 2S-175, 2D-400

HIRL

RWY 18L: VASI(V6L)—Upper GA 3.25° TCH 90', Lower GA 3.0° TCH

H-8H. L-21D. 24F IAP. AD

CL

JACKSONVILLE

113

RWY 36R: ALSF2, TDZL.

RWY 18R-36L: H12004X200 (CONC-GRVD) S-100. D-200.

2S-175 2D-400 HIRI CI

RWY 18R: MALSR. TDZL. Rgt tfc.

RWY 36L: TDZL, REIL, VASI(V6L)—Upper GA 3.25° TCH 94', Lower

GA 3.0° TCH 52'

RWY 17R-35L: H10000X150 (CONC-GRVD) S-75, D-210, 2S-175.

CI

WEATHER DATA SOURCES: ASOS (407) 855-5235, HIWAS 112,2 ORL, LLWAS.

**CLNC DEL 134.7** 

Chan 54Y

Chan 46(Y)

Chan 48(Y)

Chan 42

Chan 44

Chan 56

COMMUNICATIONS: D-ATIS ARR 121.25 D-ATIS DEP 120.525

AIRSPACE: CLASS B See VFR Terminal Area Chart. RADIO AIDS TO NAVIGATION: NOTAM FILE ORL. (H) VORTAC 112.2 ORL

I-DIZ

I-ARK

I-CER

I-OJP

I-TFE

CI

RWY 35L: ALSF2.

AIRPORT REMARKS: Attended continuously, CAUTION—Birds and deer on and invof arpt. Use caution in vicinity of twy A along west ramp, ASDE-X Surveillance System in Use: Pilots should operate transponders with Mode C on all twys and rwys. Unless advised by ATIS, departing flights on initial ctc with GND CON, acft on west ramp, Airside 1 and 3 (Gates 1-59) use GND CON 121.8. Acft at Airside 2 and 4 (Gates 60 and higher), use GND CON 126.4. When ORL ILS Rwy 07 and MCO ILS Rwys 17 and 18R simultaneous ops are conducted. ATC radar required. Bright lights on road between Rwy 17R-35L and Rwy 17L-35R may be mistaken for rwy lights. Rwy 17L touchdown, midfield and rollout runway visual range avbl. Rwy 35R touchdown, midfield and rollout runway visual range avbl. Ground ops of acft with wingspan greater than 213' must use twys west of Rwy 18L/36R except north of Twy A which is restricted to wingspan less than 213'. Avoid contact with twy edge lgts; all acft determined to be FAA design group IV and above must perform judgmental oversteering instead of cockpit centerline steering when taxiing. Acft parked on Airside 2 centerline west of Twy G1 and/or south of Twy J3 between 0300Z‡ and 1200Z‡. Rwy 17L-35R TDZL unlit 0400-1100Z‡. Flight Notification Service (ADCUS) avbl.

(R) APP/DEP CON 124.8 (000°-180° abv 5000′) 120.15 (181°-359° abv 5500′) 121.1 (311°-060° 5500′ and blo) 127.325 (061°-180° 5000' and blo) 119.4 (181°-310° 5500' and blo) (APP ONLY Secondary 134.05 125.55

TOWER 124.3 (Rwv 18L-36R and Rwv 18R-36L) 118.45 (Rwv 17L-35R and Rwv 17R-35L) GND CON 121.8

Class IIE.

Class IIE.

Class IIE.

Class IIIE.

Class IIIE.

Class IA.

Chan 59 N28°32.56′ W81°20.10′

Rwv 35L.

Rwv 36R.

Rwy 18R.

Rwy 17R.

Rwv 17L.

Rwy 35R.

HELIPORT REMARKS: 24 hr PPR for Helipad Idg call 407-825-2036. Commercial ops only, no private ops.

UNICOM 122.95

169° 6.9 NM to fld. 102/00E.

HIWAS.

1/1 (Å) (a) 9000 x 150 (b) €3 35R 35L

RIINWAY DECLARED DISTANCE INFORMATION RWY 18L: TORA-12005 TODA-12005 ASDA-12005 LDA-12005

RWY 18R: TORA-12004 TODA-12004 ASDA-12004 LDA-12004

RWY 36L: TORA-12004 TODA-12004 ASDA-11621 LDA-11621 RWY 36R: TORA-12004 TODA-12005 ASDA-11601 LDA-11601

RWY 35R: ALSF2, TDZL, PAPI(P4R).

123.85)

ILS/DME 111.75

ILS/DME 110.95

ILS/DME 111.15

ILS/DME 110.7

**ILS/DME** 111.9

(West) 126.4 (East)

ILS/DME 110.5 I-DDO

HELIPAD H1: H44X44 (CONC)

2D/2D2-900 HIRL RWY 17L: ALSF2. TDZL. PAPI(P4L).

RWY 17L-35R: H9000X150 (CONC-GRVD) S-75, D-210, 2D-420,

2D-400 HIRI RWY 17R: ALSF2, TDZL.

35R

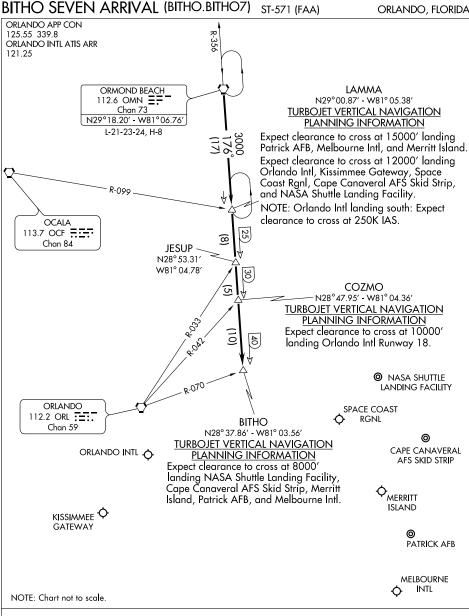
ORLANDO INTL

### BAIRN TWO ARRIVAL (RNAV) ORLANDO APP CON 125.55 338.2 ORLANDO Ò ORLANDO INTL ATIS SANFORD INTL **POPYE** 121.25 LEESBURG KMCO Landing South: Expect radar vectors after POPYE. NOTE: Radar Required. **SEEDO** NOTE: DME/DME/IRU or GPS Required. NOTE: RNAV 1. **EXECUTIVE** NOTE: For non-GPS equipped aircraft: PHK, **RAMEZ** MLB, VRB and ORL must be operational for the PBI and PHK 9 Transitions. ORLANDO INTL ( NOTE: MLB and ORL must be operational **MICKX** for the VRB Transition. NOTE: TURBOJET/TURBOPROP aircraft KISSIMMEE only. GATEWAY NOBBS Landing KISM, KORL, KSFB, KLEE: Expect radar vectors after NOBBS. KMCO Landing North: Expect radar vectors after NOBBS. **BAIRN** 26<sub>00</sub> VERTICAL NAVIGATION PLANNING `NM KMCO Landing South: Expect to cross at 11000. VERO BEACH KMCO Landing North: **VRB** Expect to cross at 8000. Landing KISM: Expect to cross at 8000. LLNCH ARRIVAL ROUTE DESCRIPTION PAHOKEE TRANSITION (PHK.BAIRN2): PALM BEACH TRANSITION (PBI.BAIRN2): vero beach transition (vrb.bairn2): From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE. LOST COMMUNICATIONS: KMCO LANDING NORTH: Continue track to NOBBS. then proceed direct to SERAY, turn right to intercept **PAHOKEE** RWY 35R final approach course, conduct approach. PHK PALM BEACH PBI KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept

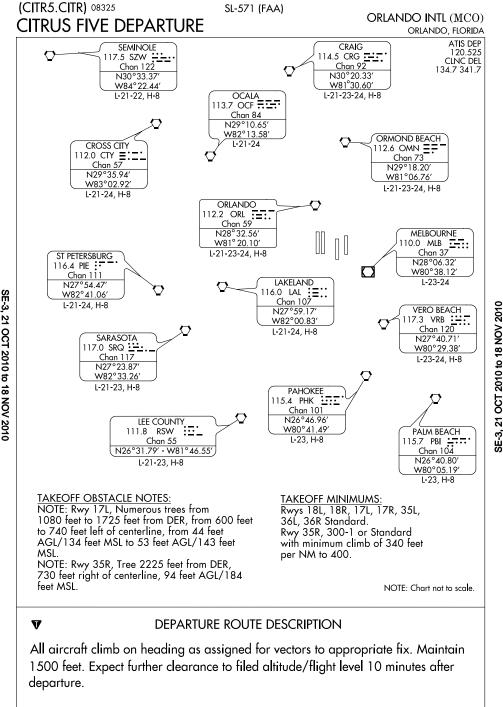
# BAIRN TWO ARRIVAL (RNAV)

RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale. ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.



# CITRUS FIVE DEPARTURE

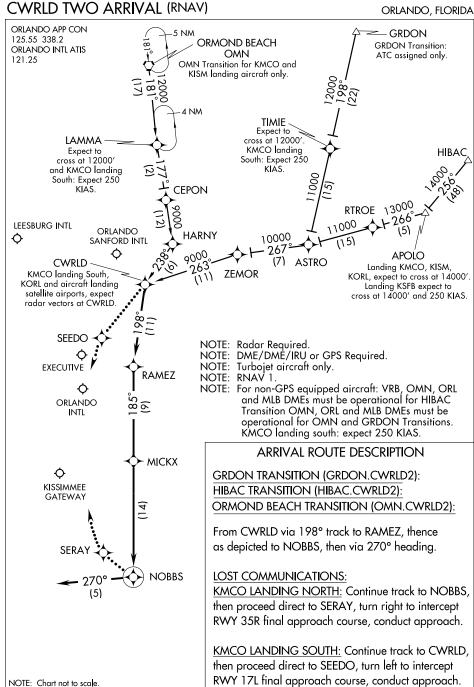
ORLANDO, FLORIDA ORLANDO INTL (MCO)

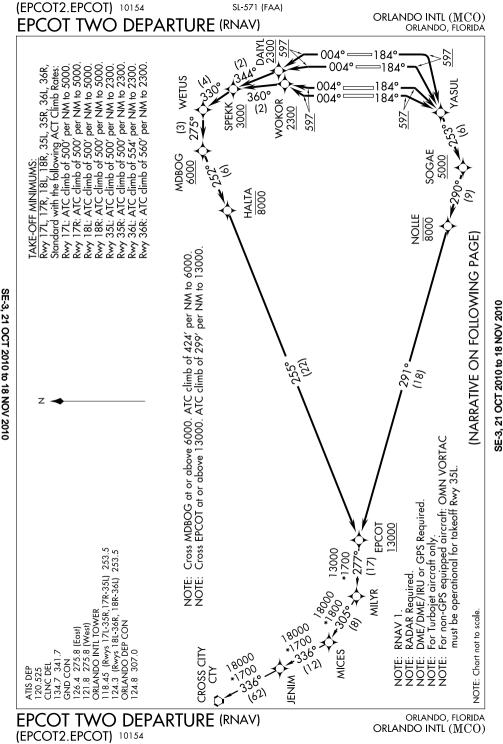
# COSTR TWO ARRIVAL (RNAV) (COSTR.COSTR2) 09239

21 OCT 2010 to 18 NOV 2010

ORLANDO, FLORIDA
ORLANDO INTL

NOTE: Chart not to scale.





# EPCOT TWO DEPARTURE (RNAV)

V

SE-3, 21 OCT 2010 to 18 NOV 2010

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....

TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUII

TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL,

then via depicted route to EPCOT. Thence....

TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL,

then via depicted route to EPCOT. Thence....

TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross
DAIYL at or above 2300, then via depicted route to EPCOT. Thence....

TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross

WOKOR at or above 2300, then via depicted route to EPCOT. Thence.... TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to EPCOT. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

## CROSS CITY TRANSITION (EPCOT2.CTY):

TAKE-OFF OBSTACLE NOTES:

Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.

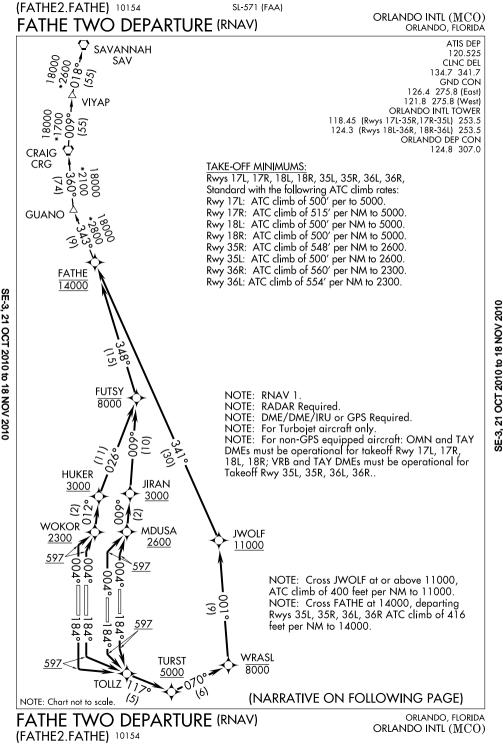
Rwy 17R: Tree 1784' from DER, 965' right of centerline, 74' AGL/138' MSL.

Rwy 35R: Multiple trees beginning 2164 from DER, 5' right of centerline, up to 89'
AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline,
up to 89' AGL/172' MSL.

Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.

Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.

Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.



# FATHE TWO DEPARTURE (RNAV)

ORLANDO, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

## V

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....

TAKE-OFF RWY 17R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....

TAKE-OFF RWY 18L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....

TAKE-OFF RWY 18R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....

TAKE-OFF RWY 35L: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to FATHE. Thence....

TAKE-OFF RWY 35R: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to FATHE. Thence.... TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross

WOKOR at or above 2300, then via depicted route to FATHE. Thence.... TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FATHE. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

# SAVANNAH TRANSITION (FATHE2.SAV):

TAKE-OFF OBSTACLE NOTES:

Rwy 17L: Multiple trees beginning 1,073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.

Rwy 17R: Tree 1.784' from DER, 965' right of centerline, 74' AGL/138' MSL.

Rwy 35R: Multiple trees beginning 2,164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2,596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.

Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.

Rwy 36R: Multiple trees beginning 1,365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1,063' from DER, 726' left of centerline, 94' AGL/123' MSL.

Rwy 36L: Light on sign 1,063' from DER, 775' right of centerline, 94' AGL/123' MSL.

# FSHUN TWO DEPARTURE (RNAV)

ORLANDO, FLORIDA ORLANDO INTL (MCO)

NOTE: For Turbojet aircraft only.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 21 OCT 2010 to 18 NOV 2010

(FSHUN2.FSHUN) 10154

NOTE: Chart not to scale.

# FSHUN TWO DEPARTURE (RNAV)

V

SE-3, 21 OCT 2010 to 18 NOV 2010

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....

TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....

TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....

TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....

TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to FSHUN. Thence....

TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to FSHUN. Thence....

TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FSHUN. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FSHUN. Thence....

# SHFTY TRANSITION (FSHUN2.SHFTY):

### TAKE-OFF OBSTACLE NOTES:

Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.

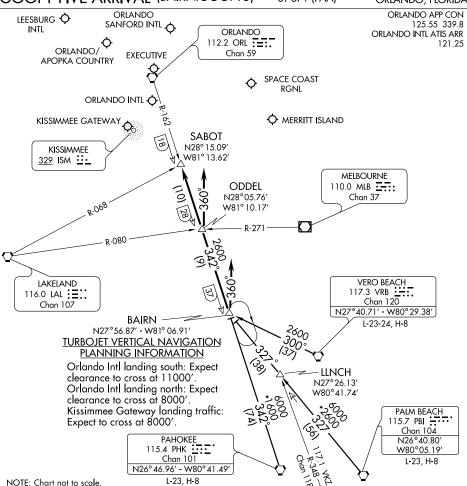
Rwy 17R: Tree 1784' from DER, 965' right of centerline, 74' AGL/138' MSL.

Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.

Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.

Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.

Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.



PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT.

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN

INT. Thence. . . .

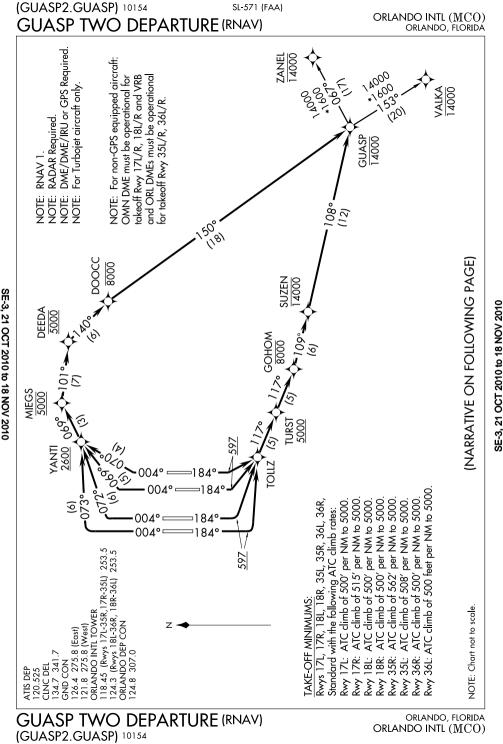
## **ORLANDO INTL:**

.... RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . . RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . . From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . . From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.



V

SE-3, 21 OCT 2010 to 18 NOV 2010

# GUASP TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

SL-571 (FAA)

TAKE-OFF RWY 17L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....

TAKE-OFF RWY 17R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....

TAKE-OFF RWY 18L: Climb heading 184° to 597, then left turn direct TOLLZ,

then via depicted route to GUASP. Thence.... TAKE-OFF RWY 18R: Climb heading 184° to 597, then left turn direct TOLLZ,

then via depicted route to GUASP. Thence.... TAKE-OFF RWY 35L: Climb heading 004° to intercept the 069° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....

TAKE-OFF RWY 35R: Climb heading 004° to intercept the 070° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to

TAKE-OFF RWY 36R: Climb heading 004° to intercept the 072° course to cross

YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence.... TAKE-OFF RWY 36L: Climb heading 004° to intercept the 073° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to

.... Via assigned transition. Expect further clearance to filed altitude within 10

VALKA TRANSITION (GUASP2.VALKA): ZANEL TRANSITION (GUASP2.ZANEL):

**TAKE-OFF OBSTACLE NOTES:** 

GUASP. Thence....

minutes after departure.

Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.

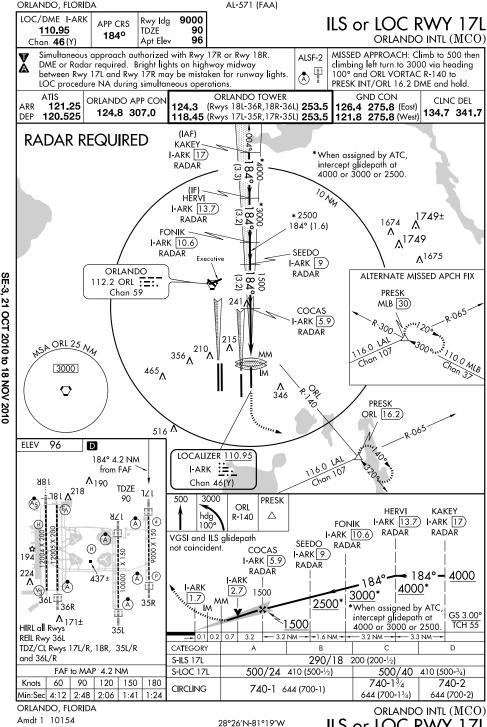
Rwy 17R: Tree 1,784' from DER, 965' right of centerline, 74' AGL/138' MSL.

Rwy 35R: Multiple trees beginning 2,164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2,596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.

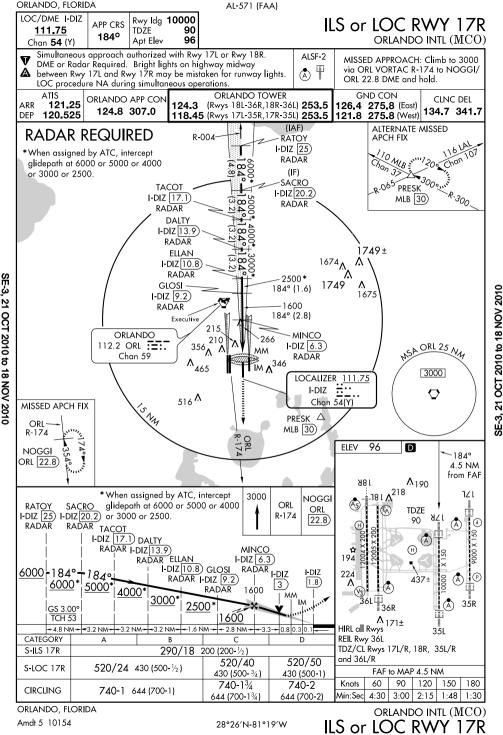
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AĞL/129' MSL.

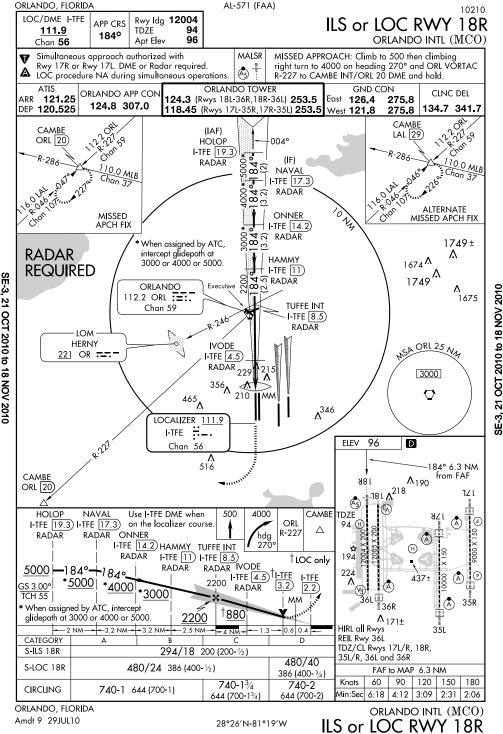
Rwy 36R: Multiple trees beginning 1,365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1,063' from DER, 726' left of centerline, 94' AGL/123' MSL.

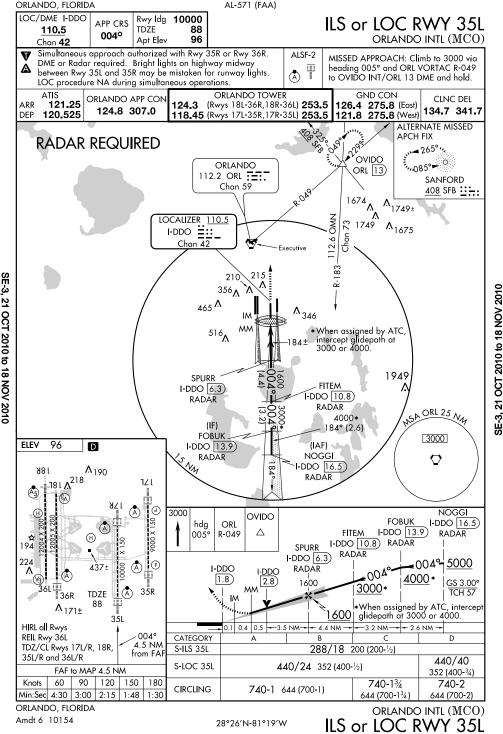
Rwy 36L: Light on sign 1,063' from DER, 775' right of centerline, 94' AGL/123' MSL.

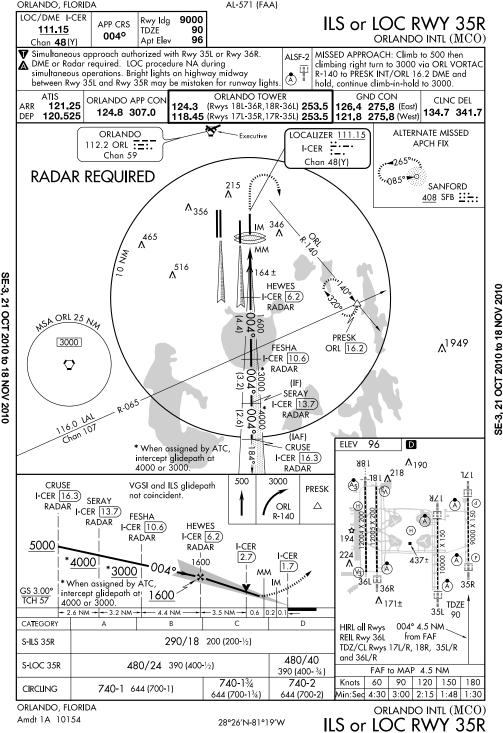


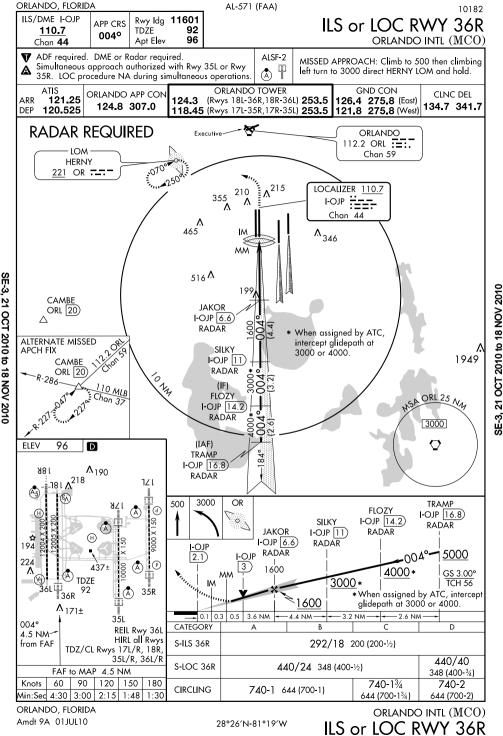
ILS or LOC RW

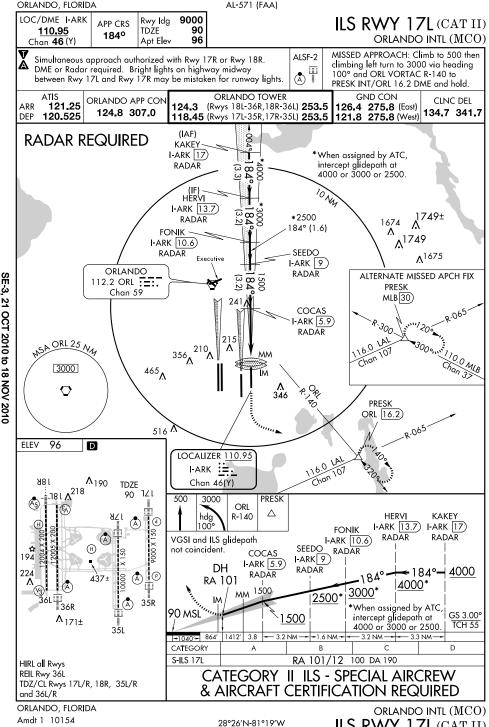




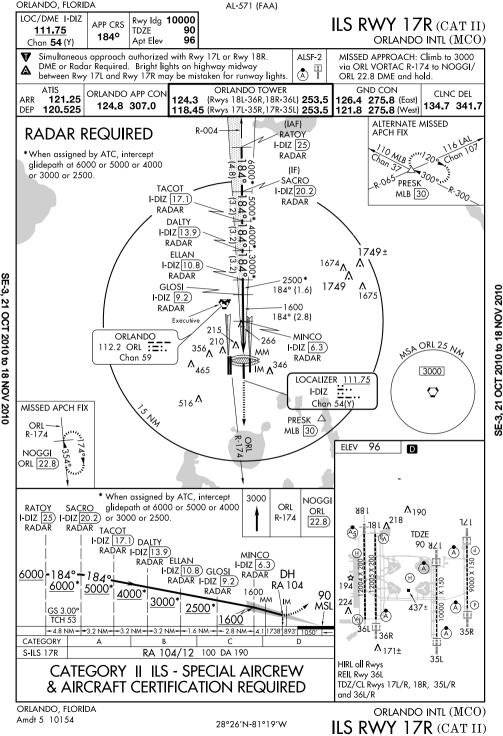


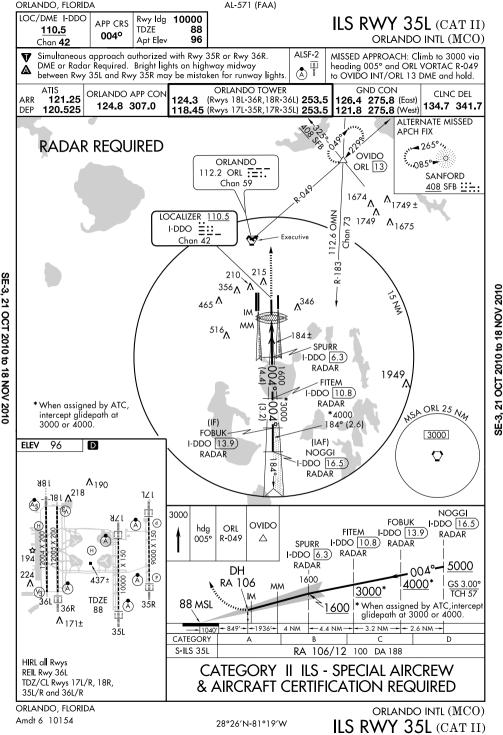


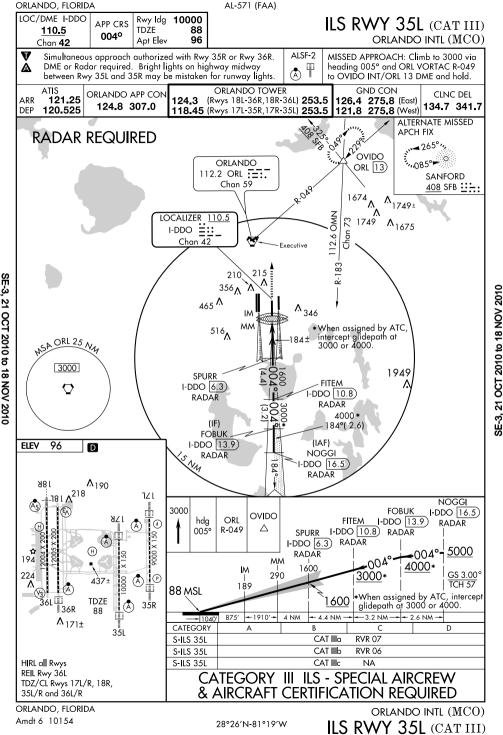


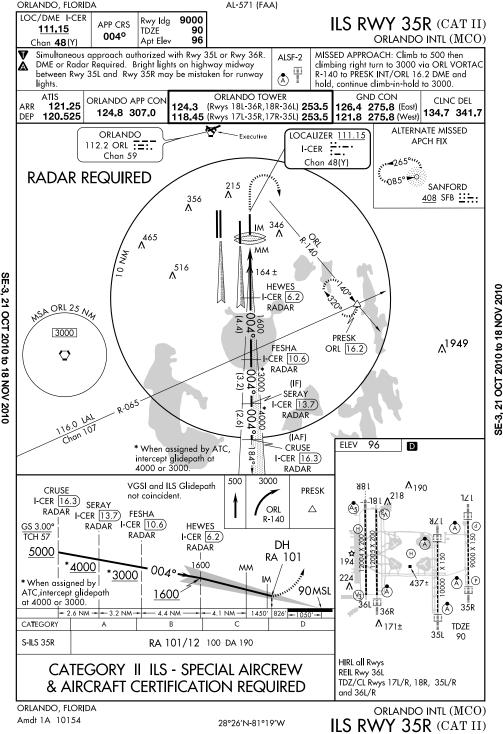


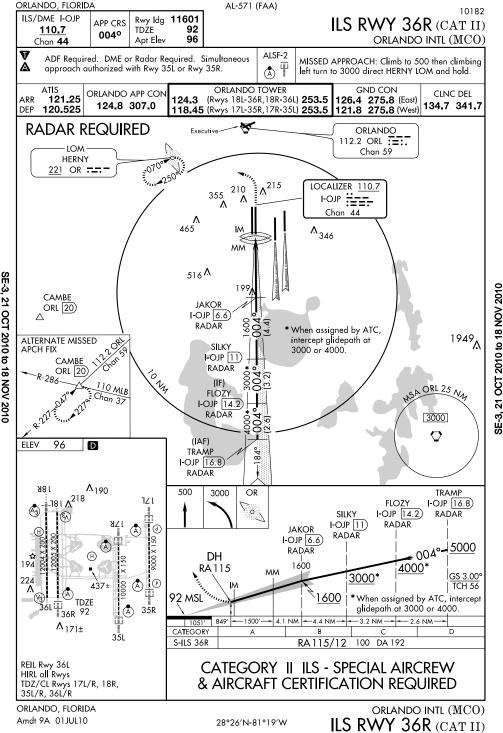
ILS RWY 17L (CAT II)

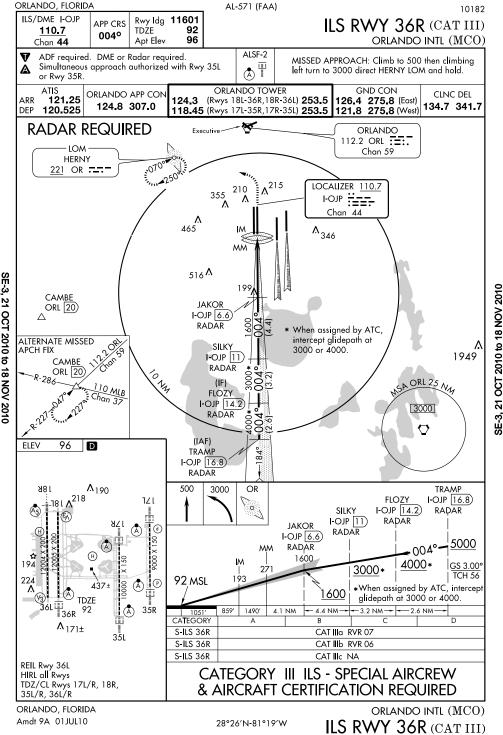












(JAG3.ORL) 10154

JAGUAR THREE DEPARTURE

ORLANDO INTL (MCO) ORLANDO, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

V

### DEPARTURE ROUTE DESCRIPTION

SL-571 (FAA)

TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned.

Thence....

TAKE OFF RUNWAYS 35L, 35R: Climb on heading as assigned, cross ORL R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....

TAKE OFF RUNWAYS 36L/R: Climb on heading as assigned, cross the 2 DME south of the ORL VORTAC at or above 2300 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....

All aircraft maintain 5000 feet for vectors to appropriate transition. Expect

clearance to filed altitude ten (10) minutes after departure.

ALMA TRANSITION (JAG3.AMG): From over ORL VORTAC via ORL

R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ

R-010 to YULEE INT and AMG R-144 to the AMG VORTAC. Thence as filed.

COLLIERS TRANSITION (JAG3.IRQ): From over ORL VORTAC via ORL R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ R-010 to NOWAY INT and CRG R-350 to DUNKN INT, then via IRQ R-178

to IRQ VORTAC. Thence as filed. DUBLIN TRANSITION (JAG3.DBN): From over ORL VORTAC via ORL R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ

R-010 to CHESN INT and DBN R-154 to the DBN VORTAC. Thence as filed.

(JEEMY2.JEEMY) 10154 SL-571 (FAA) ORLANDO INTL (MCO) JEEMY TWO DEPARTURE (RNAV) ORLANDO, FLORIDA **COLLIERS** ATIS DEP NOTE: Chart not to scale. 120.525 **IRQ** CLNC DEL DUBLIN 🗘 134.7 341.7 კ<sub>ებ</sub>。 DBN GND CON 18000 126.4 275.8 (East) \*2100 NOWAY 121.8 275.8 (West) 11/01 ORLANDO INTL TOWER 118.45 (Rwys 17L-35R.17R-35L) 253.5 124.3 (Rwys 18L-36R, 18R-36L) 253.5 18000 \*1800 ORLANDO DEP CON AIMA 124.8 307.0 CHESN ᢃᡔᢌᢅ AMG 8 NOTE: RNAV 1. NOTE: RADAR Required. YULEE NOTE: DME/DME/IRU or GPS Required. NOTE: For Turbojet aircraft only. NOTE: For non-GPS equipped aircraft: OMN DME must be operational for takeoff Rwy 36L, 36R; VRB CECIL DME must be operational for takeoff Rwy 35L, 35R. VQQ MATEO NOTE: Cross SHREK at or above 11000, ATC climb of 279 feet per NM to 11000. NOTE: Cross JEEMY at or above 15000, departing Rwys 35L/R, 36L/R ATC climb **GUANO** of 440 feet per NM to 15000. **JEEMY** 15000 **DREWW** 12000 **FUTSY** 8000 HONID **SHREK** 7000 11000 **SPEKK JIRAN** 3000 3000 WOKOR **MDUSA** 2300 TAKE-OFF MINIMUMS: 2600 Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R, Standard with the following ATC climb rates: 597 Rwy 17L: ATC climb of 500' per NM to 5000. (13) Rwy 17R: ATC climb of 500' per NM to 5000. Rwy 18L: ATC climb of 500' per NM to 5000. Rwy 18R: ATC climb of 500' per NM to 5000. Rwy 35R: ATC climb of 548' per NM to 2600.

# (NARRATIVE ON FOLLOWING PAGE) JEEMY TWO DEPARTURE (RNAV) (JEEMY2.JEEMY) 10154

Rwy 35L: ATC climb of 500' per NM to 2600.

Rwy 36R: ATC climb of 560' per NM to 2300.

Rwy 36L: ATC climb of 554' per NM to 2300.

SE-3, 21 OCT 2010 to 18 NOV 2010

ORLANDO, FLORIDA ORLANDO INTL (MCO)

597

<u>5</u>97

YASUL

**SOGAE** 

(9) <u>5000</u> (6)

NOLLE

8000

V

SE-3, 21 OCT 2010 to 18 NOV 2010

### JEEMY TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....

TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL,

then via depicted route to JEEMY. Thence....

TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....

TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....

TAKE-OFF RWY 35L: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to JEEMY. Thence....

TAKE-OFF RWY 35R: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross

WOKOR at or above 2300, then via depicted route to JEEMY. Thence....

TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross
WOKOR at or above 2300, then via depicted route to JEEMY. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

ALMA TRANSITION (JEEMY2.AMG):

COLLIERS TRANSITION (JEEMY2.IRQ): DUBLIN TRANSITION (JEEMY2.DBN):

YULEE TRANSITION (JEEMY2.YULEE):

TAKE-OFF OBSTACLE NOTES:

Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84'

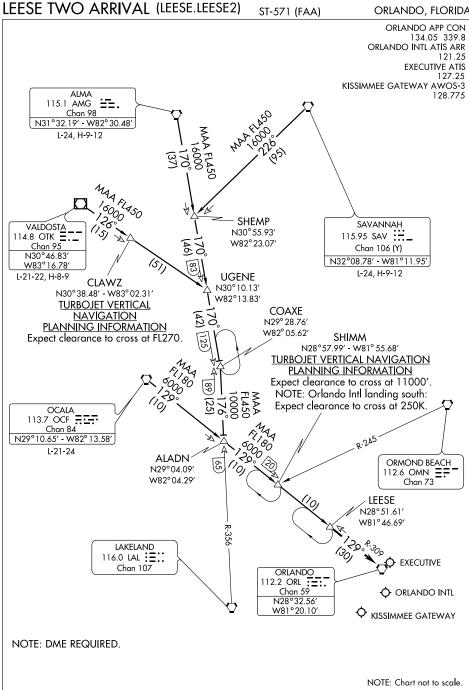
AGL/151' MSL. Rwy 17R: Tree 1,784' from DER, 965' right of centerline, 74' AGL/138' MSL.

Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.

Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.

Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.

Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.



21 OCT 2010 to 18 NOV 2010

LEESE TWO ARRIVAL (LEESE.LEESE2)

### ARRIVAL DESCRIPTION

<u>ALMA TRANSITION (AMG.LEESE2):</u> From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and ORL R-309 to LEESE DME. Thence....

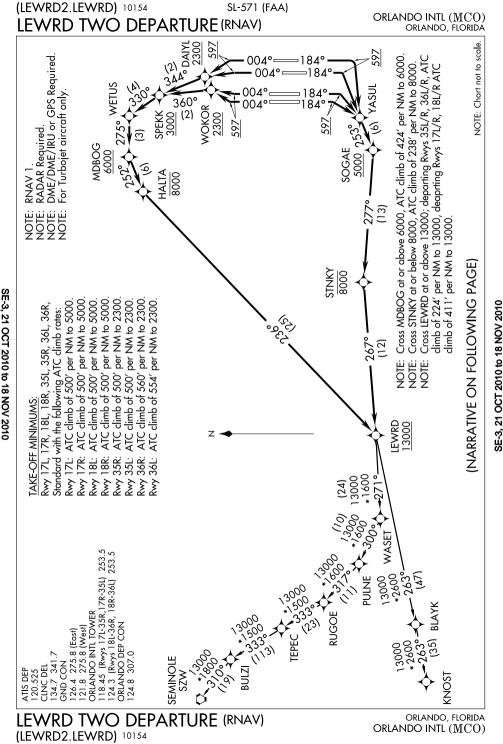
SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT,

then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT,

....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

then via OCF R-129 and ORL R-309 to LEESE DME. Thence....



V

SE-3, 21 OCT 2010 to 18 NOV 2010

### LEWRD TWO DEPARTURE (RNAV)

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL,

then via depicted route to LEWRD. Thence....

TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....

TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL,

then via depicted route to LEWRD. Thence....

TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....

TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to LEWRD. Thence....

TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross

DAIYL at or above 2300, then via depicted route to LEWRD. Thence....

TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross

WOKOR at or above 2300, then via depicted route to LEWRD. Thence....

TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to LEWRD. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

## KNOST TRANSITION (LEWRD2.KNOST): SEMINOLE TRANSITION (LEWRD2.SZW):

### TAKE-OFF OBSTACLE NOTES:

Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.

Rwy 17R: Tree 1784' from DER, 965' right of centerline, 74' AGL/138' MSL.

Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89'
AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to
89' AGL/172' MSL.

Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.

Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.

Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.

(MCOY9.ORL) 10154 ORLANDO INTL (MCO)MCCOY NINE DEPARTURE SL-571 (FAA) ATIS DEP

VIYAP

N31° 15.14′ W81° 26.14′

ORLANDO, FLORIDA SAVANNAH 115.95 SAV ∺ Chan 106 (Y) N32°08.78′-W81°11.95′ L-24, H-9-12

124.3 (Rwys 18L-36R, 18R-36L) 253.5 TAKEOFF MINIMUMS:

120.525

CLNC DEL 134.7 341.7

**GND CON** 

SE-3, 21 OCT 2010 to 18 NOV 2010

126.4 275.8 (East)

121.8 275.8 (West) ORLANDO INTL TOWER

Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard. Note: Rwy 35R, 300-1 or Standard

118.45 (Rwys 17L-35R,17R-35L) 253.5

with minimum climb of 340 feet per NM to 400. Note: Rwys 35L, 35R, 36L, 36R require

an ATC climb gradient of 600 feet per NM to 2800 Feet. If unable to accept this ATC climb gradient, advise ATC on initial contact.

TAKEOFF OBSTACLE NOTES:

NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet

AGL/134 feet MSL to 53 feet AGL/143 feet MSL. NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.

3000

**ORLANDO** 112.2 ORL :=:. Chan 59 N28°32.56′-W81°20.10′ R-270

2300

151-55 007°-(55) **CRAIG** 114.5 CRG ———— Chan 92 N30°20.33′-W81°30.60′ 꾸 358 (74) ORMOND BEACH 112.6 OMN 📑 Chan 73 **GUANO** N29°05.98′ W81° 23.32 3000 R-090

NOTE: Turbojets only. NOTE: DME required. NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

2600

ORLANDO, FLORIDA ORLANDO INTL (MCO)

(MCOY9.ORL) 03359 SL-571 (FAA)

### MCCOY NINE DEPARTURE

ORLANDO INTL (MCO) ORLANDO, FLORIDA

to SAV VORTAC. Thence as filed

V DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned.

TAKE OFF RUNWAYS 35L, 35R: Climb on heading as assigned, cross ORL

R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence TAKE OFF RUNWAYS 36L/R: Climb on heading as assigned, cross 2 DME

south of the ORL VORTAC at or above 2300 feet, cross ORL VORTAC R-090 or R-270 radial at or above 3000 feet. Thence.... All aircraft maintain 5000 feet, expect vectors to the Savannah transition.

Expect further clearance to filed altitude ten (10) minutes after departure.

SE-3, 21 OCT 2010 to 18 NOV 2010

SAVANNAH TRANSITION (MCOY9.SAV): From over ORL VORTAC via ORL R-355 and CRG R-178 to CRG VORTAC, then via CRG R-007 and SAV R-199

SE-3, 21 OCT 2010 to 18 NOV 2010

MCCOY NINE DEPARTURE (MCOY9.ORL) 03359

ORLANDO, FLORIDA ORLANDO INTL (MCO)

NOTE: Chart not to scale.

21 OCT 2010 to 18 NOV 2010

(NARRATIVE ON FOLLOWING PAGE)

(ORLA8.ORLA) 03359 SL-571 (FAA) ORLANDO EIGHT DEPARTURE

ORLANDO INTL (MCO) ORLANDO, FLORIDA

V

### DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned for vectors to filed/assigned route. Thence....

TAKE OFF RUNWAYS 35L, 35R, 36L, 36R: Climb on heading as assigned for vectors to filed/assigned route. Cross 2 DME south of the ORL VORTAC at or above 2300 feet, cross ORL R-115 at or above 2600 feet, cross ORL VORTAC

R-090 or R-270 at or above 3000 feet. Thence.... All aircraft maintain 5000 feet, Expect further clearance to filed altitude ten (10) minutes after departure.

SE-3, 21 OCT 2010 to 18 NOV 2010

### OCALA TRANSITION (OCF.PIGLT2): VALDOSTA TRANSITION (OTK.PIGLT2):

From over JAFAR via 140° track to PIGLT, thence as depicted to KAYWY.

### LOST COMMUNICATIONS:

SE-3, 21 OCT 2010 to 18 NOV 2010

NORTH OPERATION: Continue track to JAFAR, track to KAYWY, track to EXBAN, then turn left to intercept RWY 36L final approach course, conduct approach.

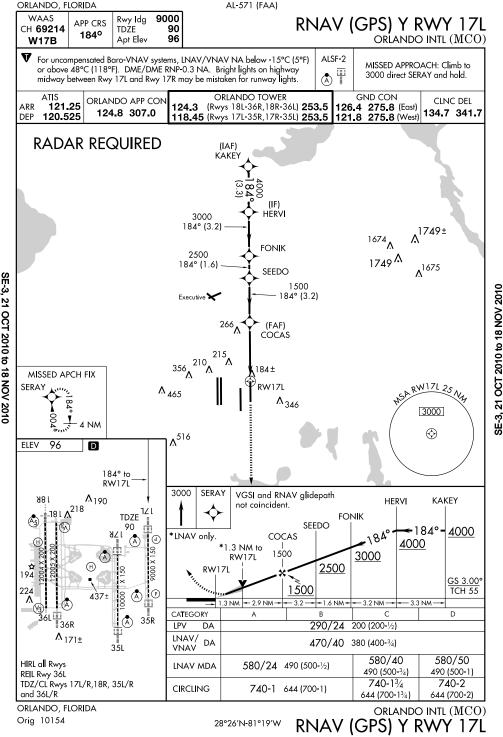
SOUTH OPERATION: Continue track to JAFAR, track to TTIGR, track to ONNER, then turn right to intercept RWY 18R final approach course, conduct approach.

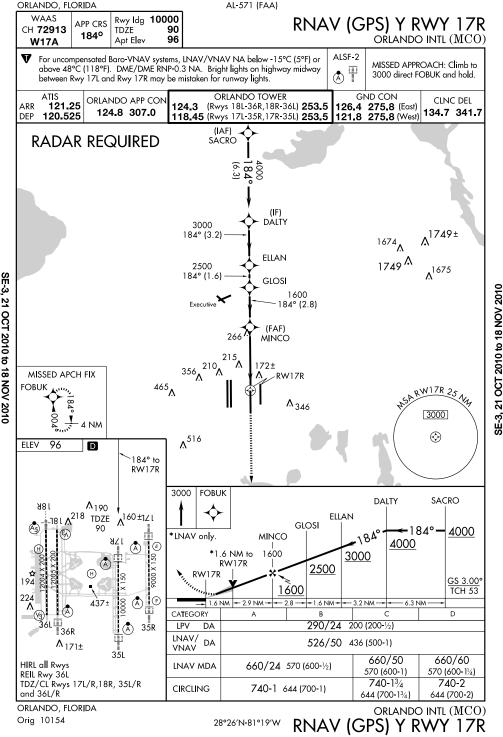
# TWONA 185° PACCA EXECUTIVE PACCA 110 ORLANDO INTL KISSIMMEE GATEWAY (11) KAYWY 090° TEXBAN

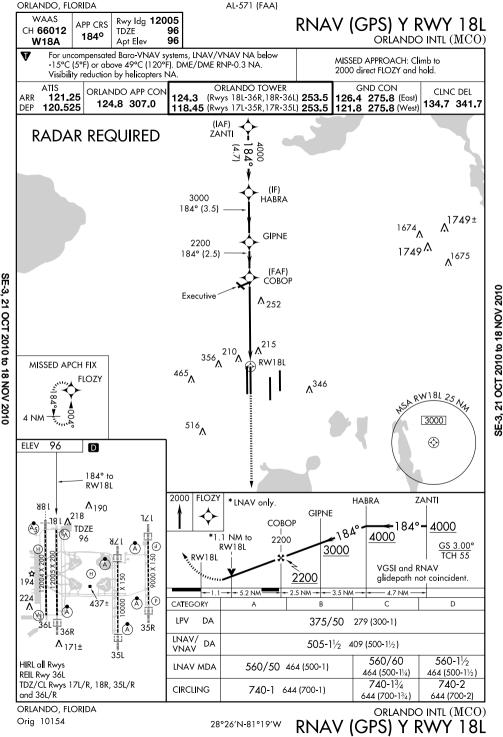
# PIGLT TWO ARRIVAL (RNAV) (PIGLT.PIGLT2) 09239

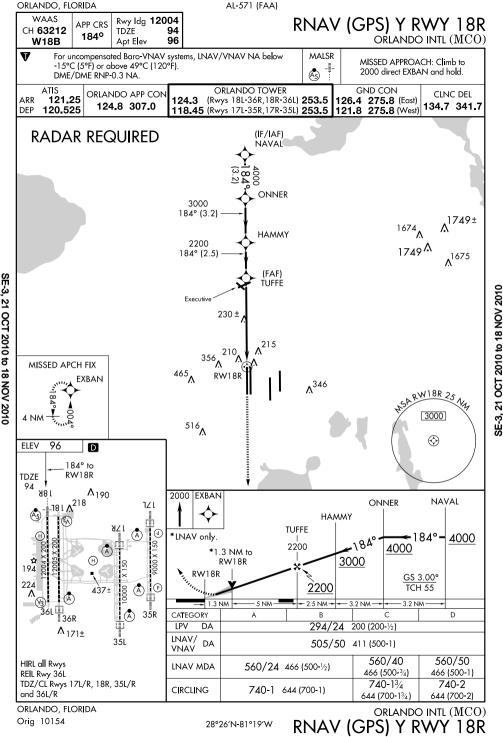
ORLANDO, FLORIDA

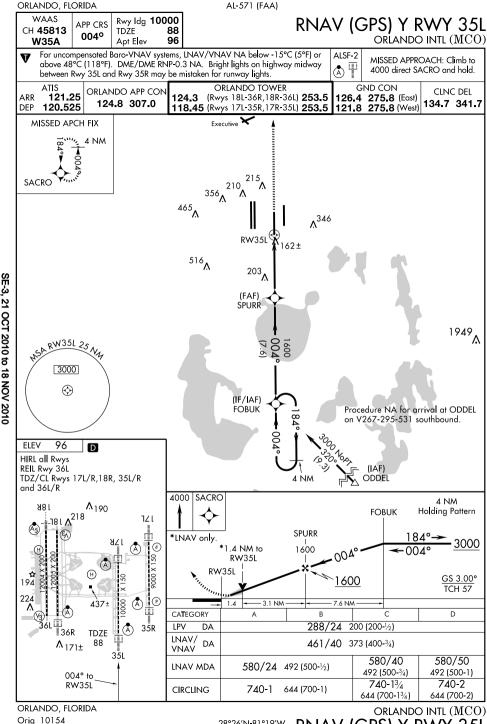
NOTE: Chart not to scale.





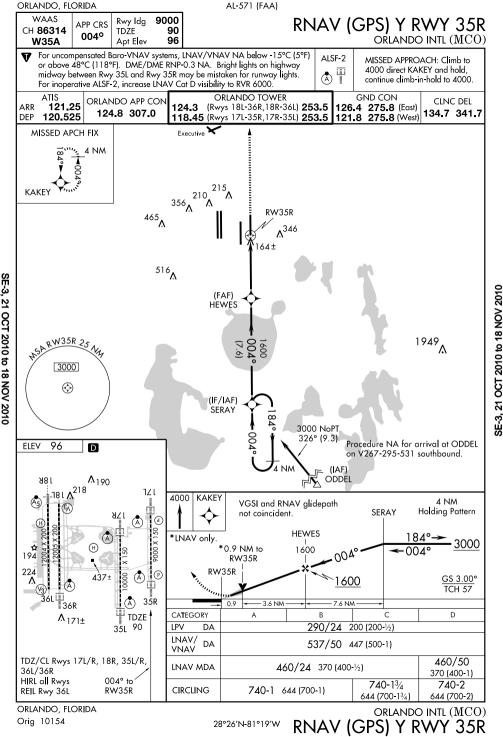


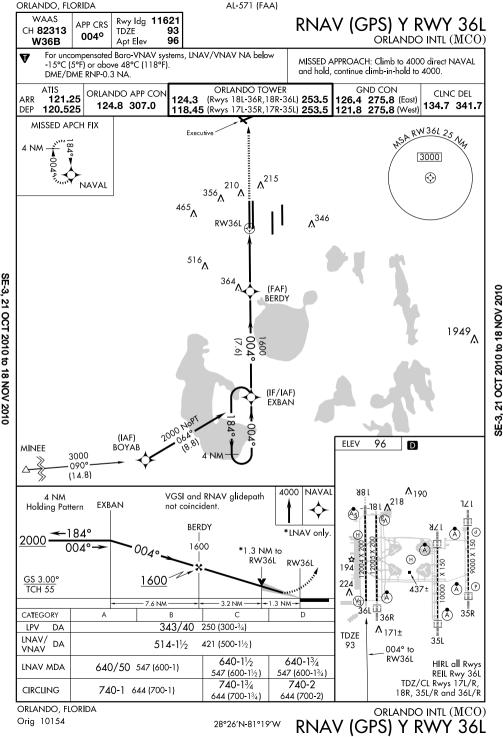


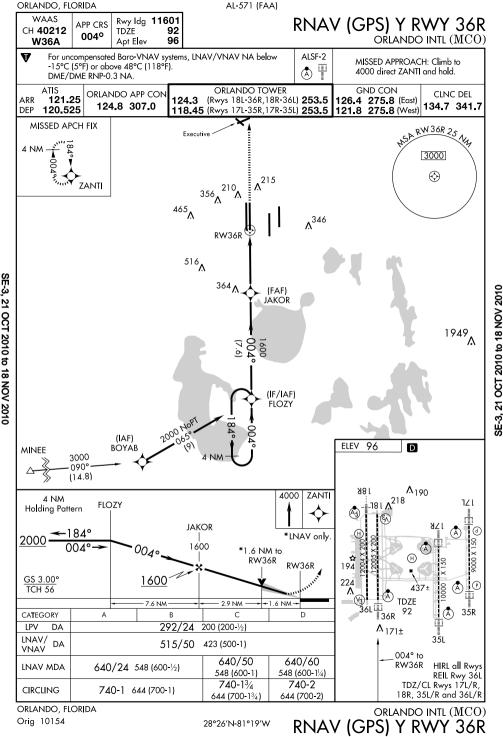


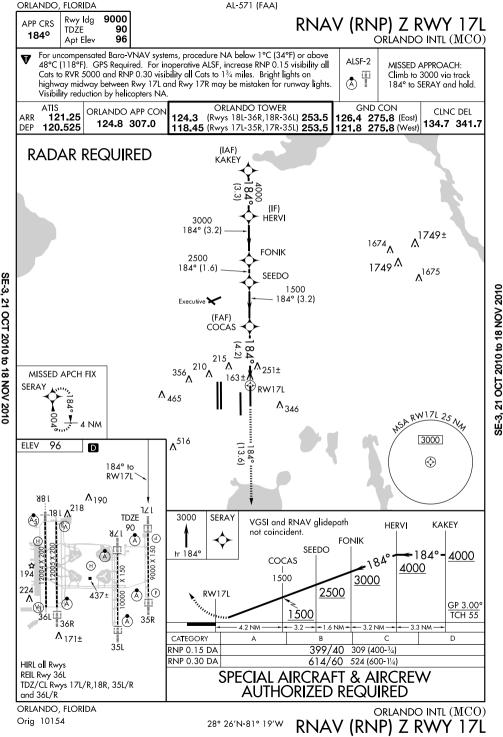
SE-3, 21 OCT 2010 to 18 NOV 2010

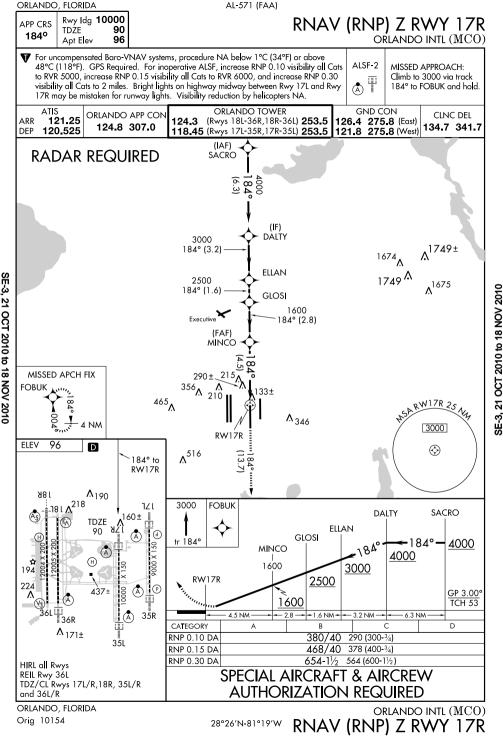
28°26'N-81°19'W RNAV (GPS)

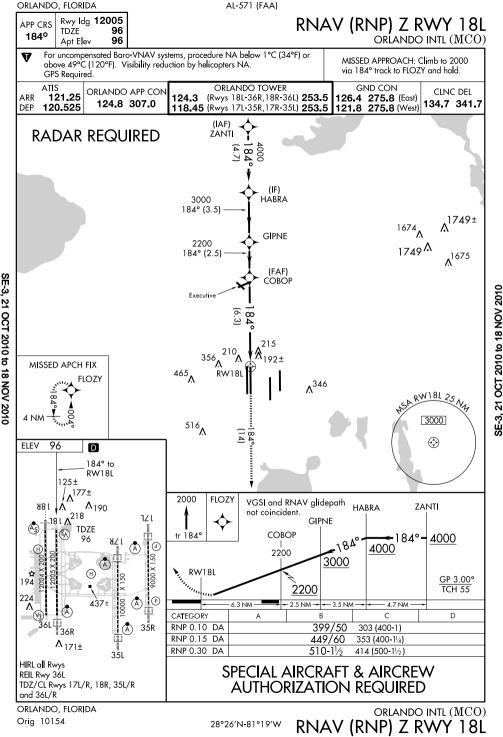


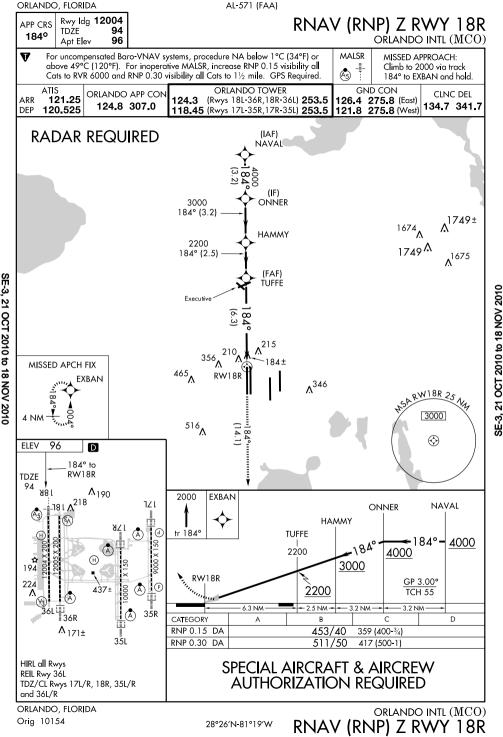


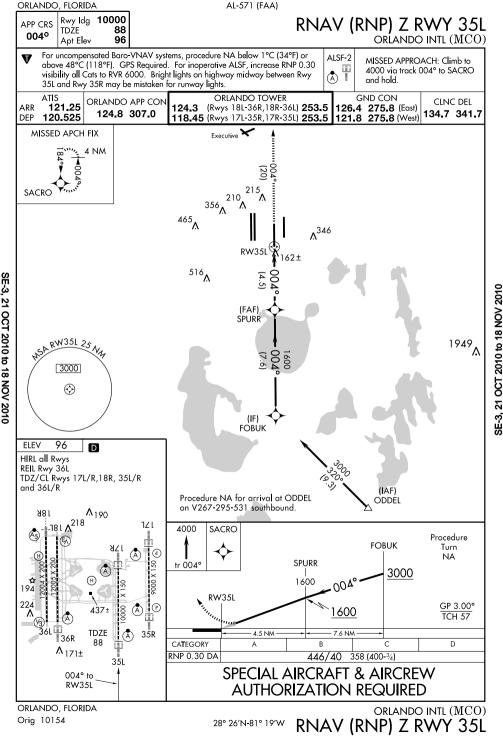


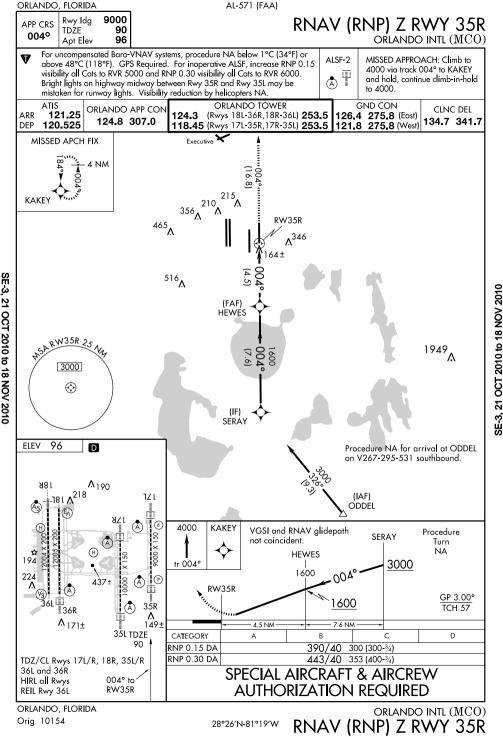


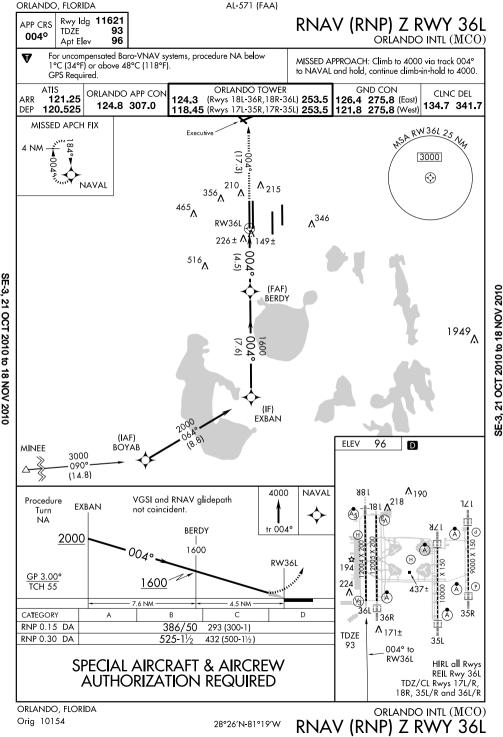


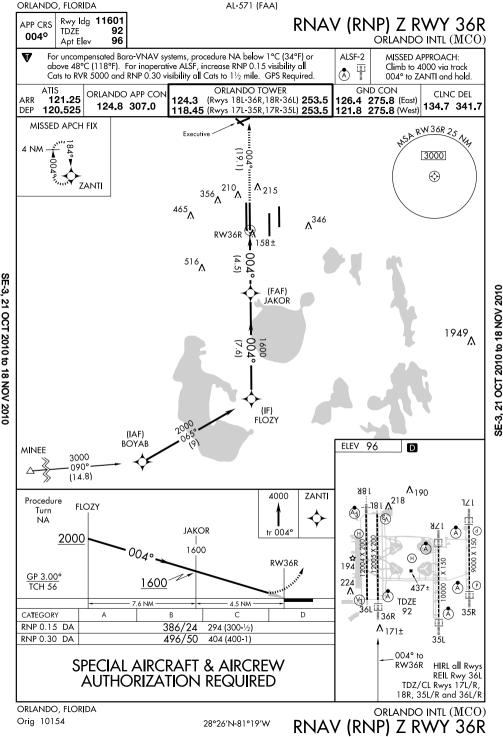


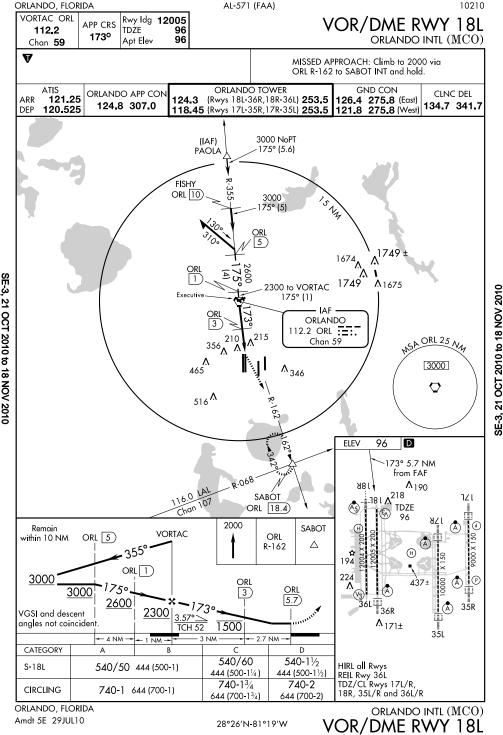


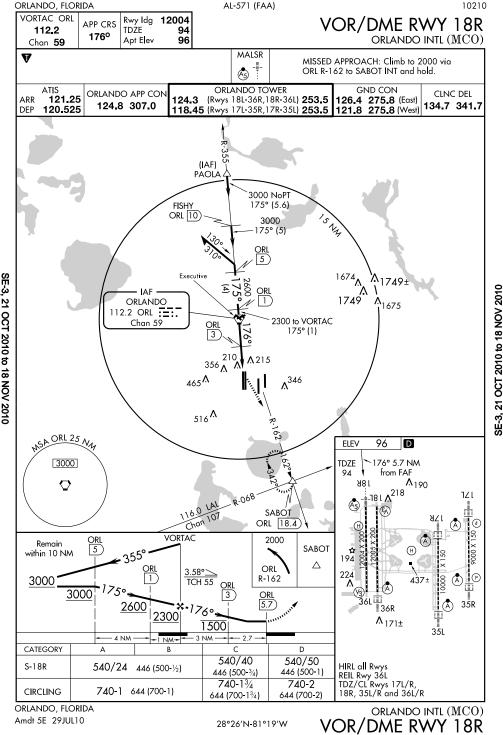


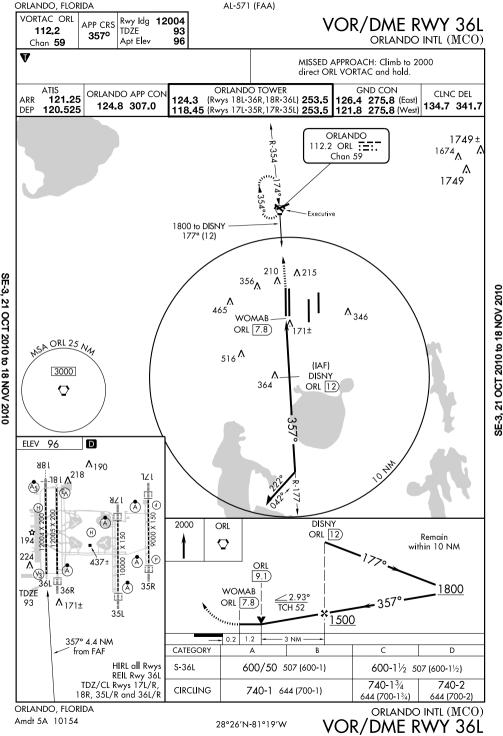


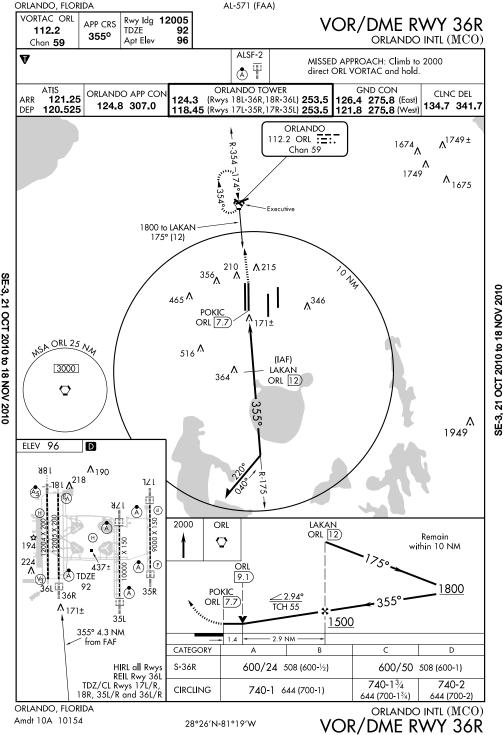


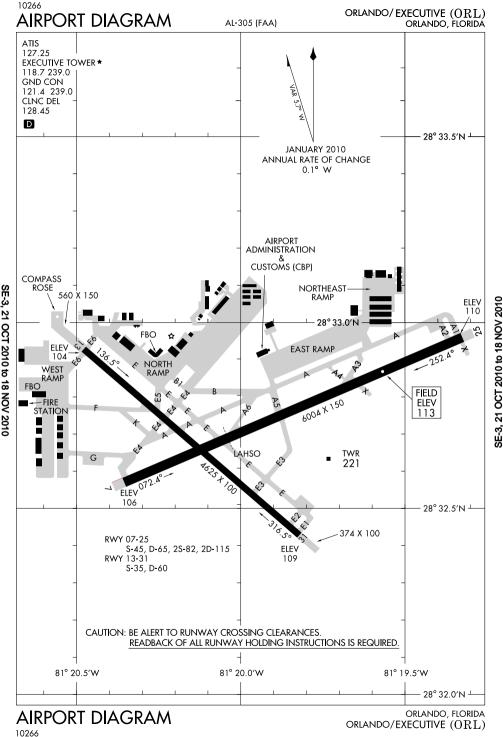












HIRL

### ORLANDO

### **EXECUTIVE**

(ORL) 3E UTC-5(-4DT) N28°32.73' W81°19.98' 113 B S4 FUEL 100. JET A OX 4 NOTAM FILE ORL

JACKSONVILLE H-8H, L-21D, 24F

IAP. AD

RWY 07-25: H6004X150 (ASPH-GRVD) S-45, D-65, 2S-82, 2D-115 RWY 07: MALSR, PAPI(P2L)-GA 3.0° TCH 40'.

RWY 25: REIL, VASI(V4L)-GA 3.0° TCH 46', Trees, Rgt tfc.

RWY 13-31: H4625X100 (ASPH-GRVD) S-35, D-60 RWY 13: REIL, PAPI(P2L)—GA 3.0° TCH 28', Trees.

RWY 31: REIL. PAPI(P2L)-GA 3.0° TCH 28'. Trees. Rgt tfc.

LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVRI 4170

**RWY 25** 13-31 RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA-6003 TODA-6003 ASDA-6003 LDA-5703

RWY 25: TORA-6003 TODA-6003 ASDA-6003 LDA-6003 AIRPORT REMARKS: Attended continuously. PPR for acft over 100,000 lbs; ctc arpt manager 407-894-9831. Banner towing ops S of Rwy

07-25. Acft with wingspan of 65' or greater must obtain assistance before taxiing into the E half of the N ramp and the S half of the W ramp. Twy E between Twy E5 and Twy E6 is non-movement area. Noise sensitive arpt. When twr clsd Rwy 07

is preferred noise abatement rwy weather permitting. Unlighted cranes 292' MSL less .50-3 southwest of Rwv 07. Brightly lgtd bridge highway located approximately ½ mi. S. of arpt could give false indication of being rwy on apch to Rwys 07 & 31 during low ceiling or poor visibility. VFR acft

arriving/departing Executive Arpt exercise caution due to small and heavy turbo-jet acft transiting arpt traffic area 2000' and above on approach to Orlando Intl Arpt 5.6 miles south. Birds in vicinity of arpt. When twr clsd ACTIVATE HIRL Rwy 07-25 and Rwy 13-31, PAPI Rwy 07, Rwy 13 and Rwy 31, REIL Rwy 25, Rwy 13 and Rwy

31. MALSR Rwy 07 and Twy lgts—118.7. VASI Rwy 25 continuous opr. WEATHER DATA SOURCES: ASOS (407)658-6753. HIWAS 112.2 ORL. LAWRS.

COMMUNICATIONS: CTAF 118 7 ATIS 127 25 IINICOM 122 95

ORLANDO RCO 123.65 122.65 122.2 (ST PETERSBURG RADIO)

ORLANDO RCO 122.1R 112.2T (ST PETERSBURG RADIO)

R ORLANDO APP/DEP CON 124.8 (000°-180° above 5000′) 120.15 (181°-359° above 5500′) 121.1 (311°-060° 5500' and blo) 127.325 (061°-180° 5000' and blo) 119.4 (181°-310° 5500' and blo)

TOWER 118.7 (1100-0400Z‡) GND CON 121.4 **CLNC DEL** 128.45

AIRSPACE: CLASS D svc 1100-0400Z tother times CLASS E.

17 and 18R simultaneous ons are conducted, ATC radar rgr

RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.

ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ at fld. 102/00E.

HERNY NDB (LOM) 221 OR N28°30.41′ W81°26.04′ 070° 5.8 NM to fld.

ILS 109.9 I-ORL

Rwy 07. Class IB. LOM HERNY NDB. ILS unmonitored 03001000Z‡ daily. COMM/NAV/WEATHER REMARKS: When twr clsd prior to dep req clnc on 124.3. When ORL ILS Rwy 07 and MCO ILS Rwys

### BAIRN TWO ARRIVAL (RNAV) ORLANDO APP CON 125.55 338.2 ORLANDO Ò ORLANDO INTL ATIS SANFORD INTL **POPYE** 121.25 LEESBURG KMCO Landing South: Expect radar vectors after POPYE. NOTE: Radar Required. **SEEDO** NOTE: DME/DME/IRU or GPS Required. NOTE: RNAV 1. **EXECUTIVE** NOTE: For non-GPS equipped aircraft: PHK, **RAMEZ** MLB, VRB and ORL must be operational for the PBI and PHK 9 Transitions. ORLANDO INTL ( NOTE: MLB and ORL must be operational **MICKX** for the VRB Transition. NOTE: TURBOJET/TURBOPROP aircraft KISSIMMEE only. GATEWAY NOBBS SE-3, 21 OCT 2010 to 18 NOV 2010 Landing KISM, KORL, KSFB, KLEE: Expect radar vectors after NOBBS. KMCO Landing North: Expect radar vectors after NOBBS. **BAIRN** 26<sub>00</sub> VERTICAL NAVIGATION PLANNING `NM KMCO Landing South: Expect to cross at 11000. VERO BEACH KMCO Landing North: **VRB** Expect to cross at 8000. Landing KISM: Expect to cross at 8000. LLNCH ARRIVAL ROUTE DESCRIPTION PAHOKEE TRANSITION (PHK.BAIRN2): PALM BEACH TRANSITION (PBI.BAIRN2): vero beach transition (vrb.bairn2): From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE. LOST COMMUNICATIONS: KMCO LANDING NORTH: Continue track to NOBBS. then proceed direct to SERAY, turn right to intercept **PAHOKEE** RWY 35R final approach course, conduct approach. PHK PALM BEACH PBI KMCO LANDING SOUTH: Continue track to POPYE,

## BAIRN TWO ARRIVAL (RNAV)

then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale. ORLANDO, FLORIDA JACKSONVILLE CENTER 126.35
DAYTONA BEACH APP CON 118.85
ORLANDO APP CON 121.1
EXECUTIVE ATIS 127.25
ORLANDO SANFORD INTL ATIS 125.975

ORMOND BEACH 112.6 OMN == Chan 73 N29°18.20′ - W81°06.76′ L-21-23-24, H-8 VERTICAL NAVIGATION PLANNING INFORMATION 2000 191°: (15) Expect clearance to cross at 10000' DIGGR N29°03.43′ W81° 10.03′ VERTICAL NAVIGATION PLANNING INFORMATION Expect clearance to cross at 5000' 8 CORLL N28° 55.56' W81° 11.76′

ST-917 (FAA)



EXECUTIVE

NOTE: RADAR and DME Required.

NOTE: Expect radar vectors to destination airport or final approach course at CORLL INT.

NOTE: Chart not to scale.

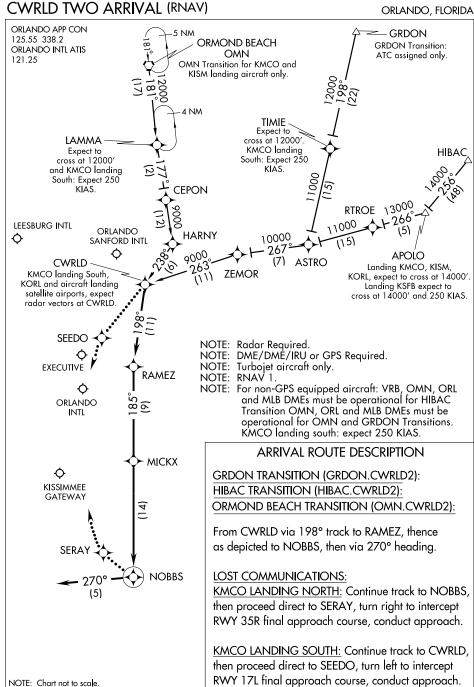
From over OMN VORTAC via OMN R-191 to CORLL INT. MEA 2000. Expect radar vectors to final approach course.

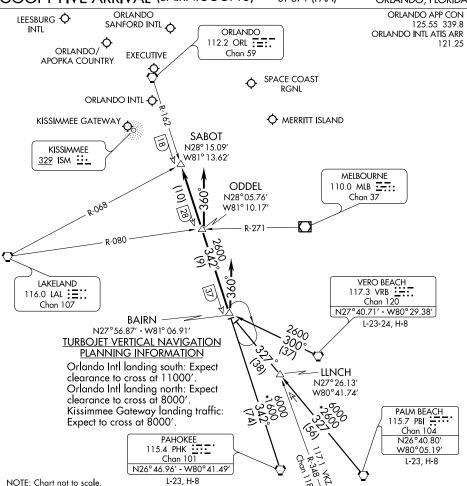
# COSTR TWO ARRIVAL (RNAV) (COSTR.COSTR2) 09239

21 OCT 2010 to 18 NOV 2010

ORLANDO, FLORIDA
ORLANDO INTL

NOTE: Chart not to scale.





PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT.

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN

INT. Thence. . . .

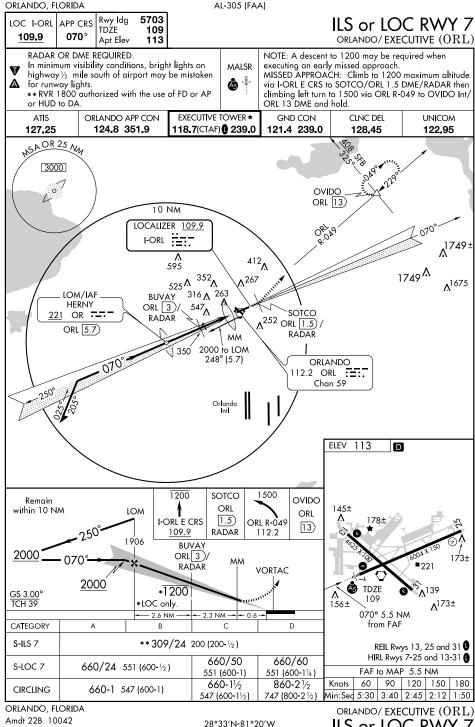
### **ORLANDO INTL:**

.... RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . . RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . . From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . . From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.



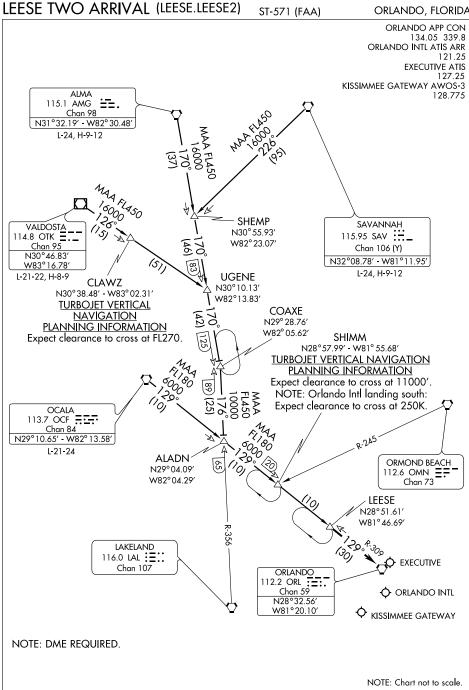
ILS or LOC

### LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned

Specific questions regarding these distances sho The Aeronautical Information Manual contains sp		•	•
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
IACKSONIVILLE EL	31	08-26	3,250 feet
JACKSONVILLE, FL CRAIG MUNI (CRG)	05	14-32	3,600 feet
OKAIO MONI (OKO)	14	05-23	3,650 feet
LAKELAND, FL		00 20	0,000 1001
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
, ,	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL	0.5	40.04	4.470.4
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
CREATED GAINT ORD (GFB)	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
OT DETERORUPO OF EARWATER FL	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL ST. PETERSBURG-CLEARWATER INTL			
(PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L 22	04-22 17L-35R	7,557 feet 4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL	COIL	00 21	0,400 1001
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
VEDO BEACH EL	36	09-27	3,750 feet
VERO BEACH, FL VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
VERO BEAGITIMONI (VICE)	23L	04 22	4,7000 1001
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet



# LEESE TWO ARRIVAL (LEESE.LEESE2)

### ARRIVAL DESCRIPTION

<u>ALMA TRANSITION (AMG.LEESE2):</u> From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

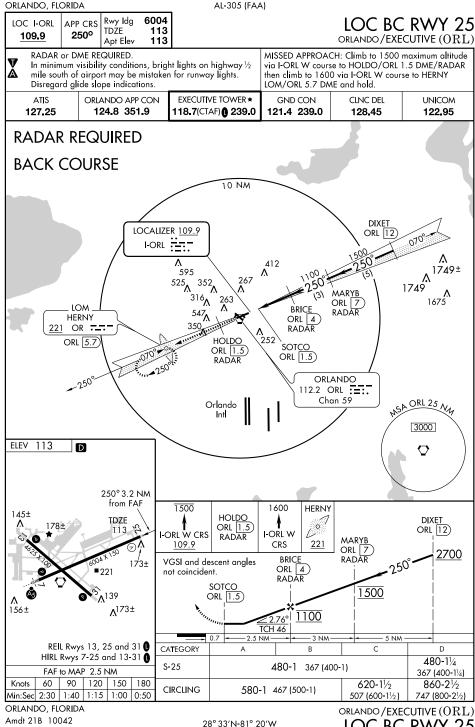
OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and ORL R-309 to LEESE DME. Thence....

SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT. then via AMC P-170 to COAYE INT. then via IAL P-356 to ALADN INT.

SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and INT, then via COTION INT INTEREST.

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.



21 OCT 2010 to 18 NOV 2010

SE-3.

SL-305 (FAA)

### DEPARTURE ROUTE DESCRIPTION

All aircraft maintain 1500 feet. Expect radar vectors to filed/assigned route. Expect clearance to filed altitude ten minutes after departure.

TAKE-OFF RUNWAY 7: Intercept ORL R-060. Depart 4 DME heading 110°, non-DME aircraft remain on ORL R-060. Unless otherwise assigned, departure control frequency use 119.775.

TAKE-OFF RINWAY 13: Fly heading as assigned. Thence unless otherwise assigned.

TAKE-OFF RUNWAY 13: Fly heading as assigned. Thence.... unless otherwise assigned, departure control frequency use 119.775.

TAKE-OFF RUNWAY 25: Climb via heading 250°. Unless otherwise assigned,

departure control frequency use 119.4.

TAKE-OFF RUNWAY 31: Turn left heading 250°. Unless otherwise assigned, departure control frequency use 119.4.

### OCALA TRANSITION (OCF.PIGLT2): VALDOSTA TRANSITION (OTK.PIGLT2):

From over JAFAR via 140° track to PIGLT, thence as depicted to KAYWY.

### LOST COMMUNICATIONS:

SE-3, 21 OCT 2010 to 18 NOV 2010

NORTH OPERATION: Continue track to JAFAR, track to KAYWY, track to EXBAN, then turn left to intercept RWY 36L final approach course, conduct approach.

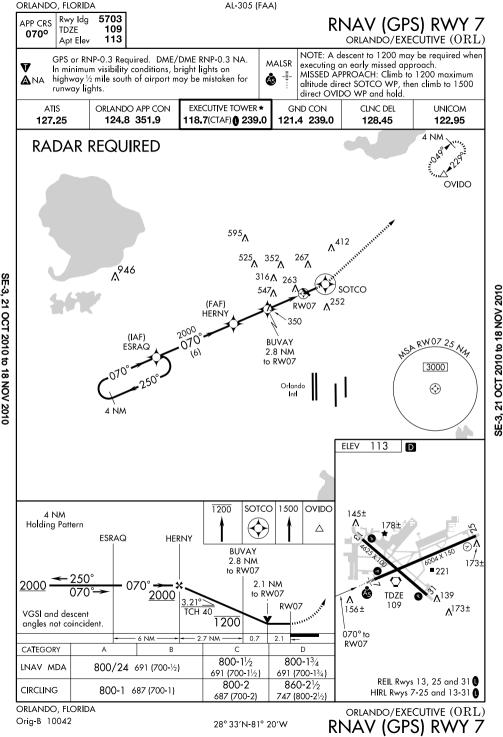
SOUTH OPERATION: Continue track to JAFAR, track to TTIGR, track to ONNER, then turn right to intercept RWY 18R final approach course, conduct approach.

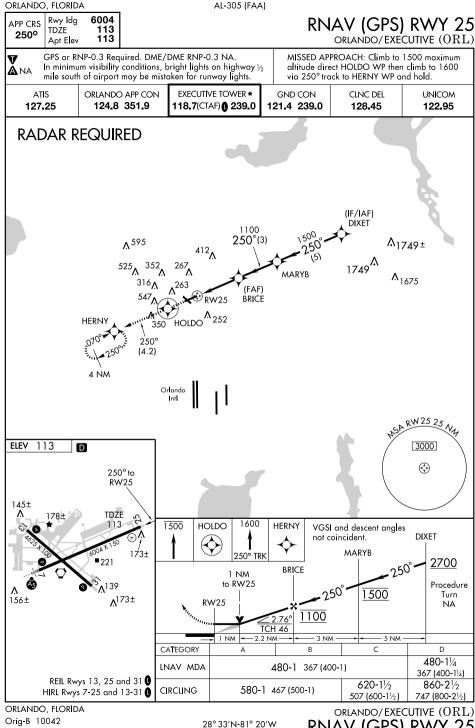
# TWONA 185° PACCA EXECUTIVE PACCA 110 ORLANDO INTL KISSIMMEE GATEWAY (11) KAYWY 090° TEXBAN

# PIGLT TWO ARRIVAL (RNAV) (PIGLT.PIGLT2) 09239

ORLANDO, FLORIDA

NOTE: Chart not to scale.





Orig-B 10042

SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RW

21 OCT 2010 to 18 NOV 2010

SE-3.

### DEPARTURE ROUTE DESCRIPTION

All aircraft maintain 1500 feet. Expect radar vectors to filed/assigned route. Expect clearance to filed altitude ten minutes after departure.

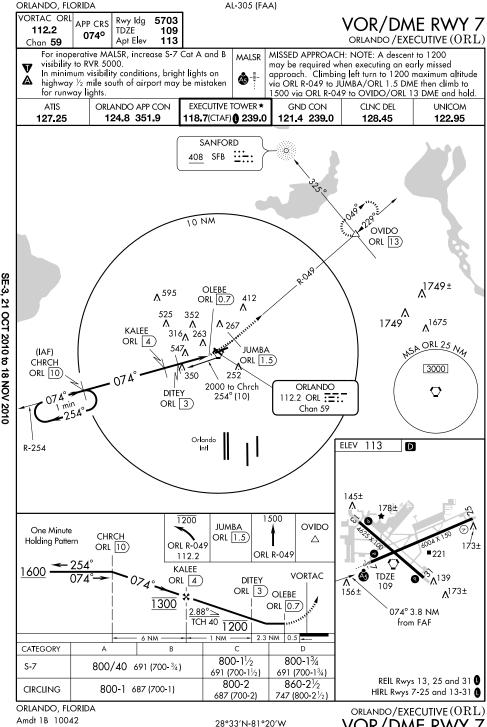
<u>TAKE-OFF RUNWAY 7:</u> Turn left heading 025° to intercept ORL R-045. Unless otherwise assigned, departure control frequency use 119.775.

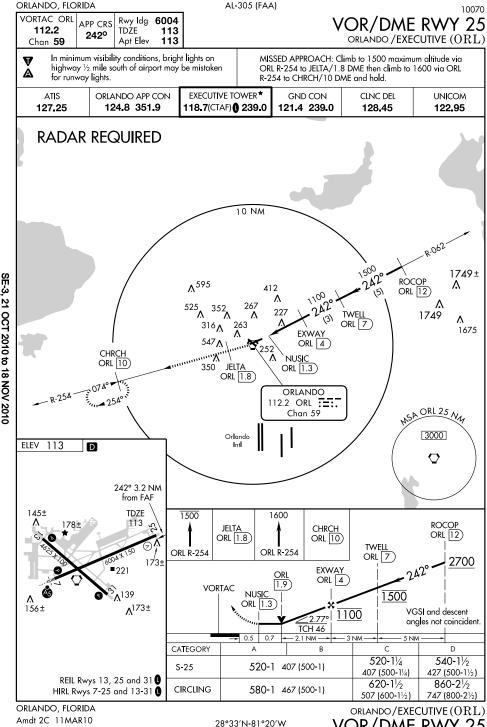
TAKE-OFF RUNWAY 13: Fly heading assigned. Thence.... unless otherwise assigned, departure control frequency use 119.775.

TAKE-OFF RUNWAY 25: Climb heading 250° to 700 feet, then climbing right turn heading 290°. Unless otherwise assigned, departure control frequency use 119.4.

use 119.4.

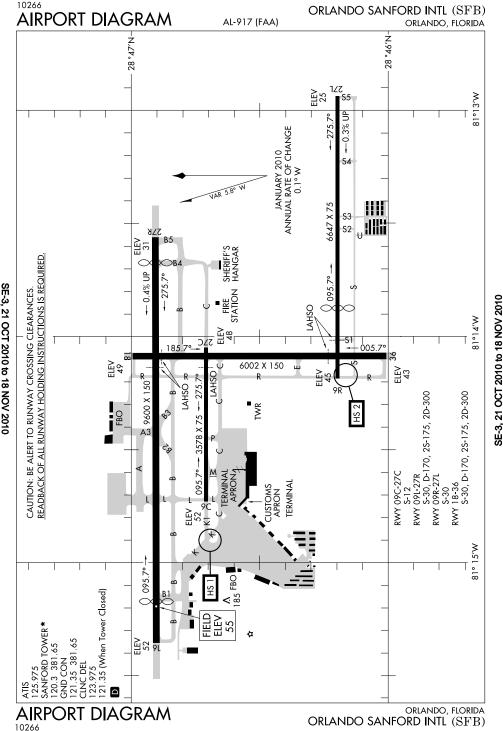
<u>TAKE-OFF RUNWAY 31:</u> Turn left heading 290°. Unless otherwise assigned, departure control frequency use 119.4.





21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 25



FLORIDA

### ORLANDO SANFORD INTL (SFB) 16 NE UTC-5(-4DT)

RWY 09L-27R: H9600X150 (ASPH-GRVD) S-30, D-170, 2S-175, 2D-300 HIRL RWY 09L: MALSR, PAPI(P4L)—GA 3.0° TCH 71', Thid dspicd 1000'.

B S4

NOTAM FILE SFB

114

RWY 27R: MALSR, PAPI(P4L)—GA 3.0° TCH 75', Thid dspicd 600'.

Trees. Rgt tfc. 0.4% up. RWY 09R-27L: H6647X75 (ASPH) S-30 HIRL RWY 09R: MALSR. PAPI(P4L)-GA 3.0° TCH 45'. Thid dspicd 1647'. Rgt tfc.

RWY 27L: REIL. PAPI(P4L)-GA 3.0° TCH 45'. RWY 18-36: H6002X150 (ASPH-CONC-GRVD) S-30, D-170, 2S-175, 2D-300

RWY 18: REIL, PAPI(P4L)—GA 3.0° TCH 45'. RWY 36: REIL. PAPI(P4L)-GA 3.0° TCH 45'. Trees. Rgt tfc.

RWY 09C-27C: H3578X75 (ASPH) S-12 RWY 09C: REIL. PAPI(P2L)-GA 4.0° TCH 35'. Pole. Rgt tfc. RWY 27C: PAPI(P2L)-GA 3.0° TCH 27'. Trees.

LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVBL RWY N9I 18-36 5500 RWY 09C 3150 18-36 RWY 18 09R-27L 4624 RWY 27L 18-36 5760 RWY 36 09L-27R 5300

RUNWAY DECLARED DISTANCE INFORMATION: RWY 09L: TORA-9600 TODA-9600 ASDA-9600

RWY 09C: TORA-3578 TODA-3578 ASDA-3578 LDA-3578 RWY 09R: TORA-6647 TODA-6647 ASDA-6647

**RWY 27L**: TORA-6647 TODA-6647 ASDA-6132

RWY 27C: TORA-3578 TODA-3578 ASDA-3578 RWY 27R: TORA-9600 TODA-9600 ASDA-9600

AIRPORT REMARKS: Attended continuously. Class I, ARFF Index D. CLOSED to repetitive air carrier training ops except

24 hrs PPR ctc arpt manager 407-585-4000 ext 4006 or 407-585-4119. ARFF index E avbl with 24 hr PPR (charter carriers on published schedule exempt), Rwy 09C-27C and Rwy 09R-27L non-air carrier use only, Rwy

OM to Rwy 09L and from 4 miles out straight-in to Rwy 27R. Turbojets are to use company fly quiet or noise abatement procedures, for details ctc arpt manager at phone number 407-585-4000. Dense flight training activity in tfc pattern and local area; Rwy 09R-27L primary flight training rwy. Large birds, including eagles invof arpt. All acft with less than 30 seats arriving to clear Customs ctc 129.075 prior to ldg. PAEW on terminal ramp

WEATHER DATA SOURCES: ASOS (407) 321-9384. HIWAS 112.2 ORL. LAWRS. COMMUNICATIONS: CTAF 120.3 ATIS 125.975 (R) ORLANDO APP/DEP CON 119.775 (South of SFB within 20 NM 3500' and blo) 121.1 (North of SFB within 20 NM 3500' and blo) CLNC DEL 121.35 (When Twr CLOSED) 123.975 Clnc Del avbl when advertised on ATIS.

TOWER 120.3 135.25 (1130-0400Z‡) **GND CON 121.35** AIRSPACE: CLASS C svc 1130-0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORL. ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′

HIWAS.

SANFORD NDB (MHW) 408 SFB

I-FNU

NDB unmonitored when twr clsd. ILS 108.9 I-SND Rwy 09L. ILS unmonitored when twr clsd.

IAP. AD Rwy 9C-27C: 3578 X 75 Rwy 9L-27R: 9600 X 150 Rwy 18-36: 6002 X 150 48 ß 6647 X 75

JACKSONVILLE

N28°46.60′ W81°14.13′

FUEL 100LL, JET A OX 3 TPA-1055(1000) AOE ARFF Index-See Remarks H-8H, L-21D, 24F

within 75' of Twy C centerline when acft using gates 3 or 4. When twr clsd ACTIVATE HIRL Rwy 09L-27R, Rwy

09R-27L, MIRL Rwy 18-36, PAPI Rwy 09L, Rwy 27R, Rwy 09R, Rwy 27L, Rwy 18 and Rwy 36-CTAF.

LDA-8600

LDA-5000

LDA-6132

LDA-3578

LDA-9000

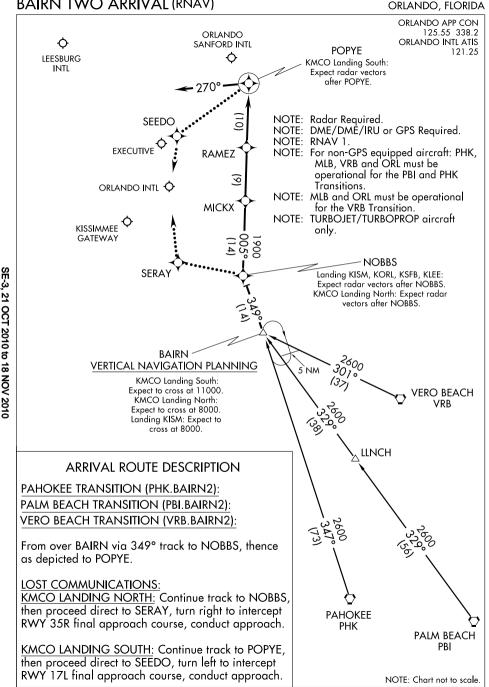
18-36 and Rwy 09L-27R primary rwys for air carrier ops. Twy K and Twy K1 clsd to acft with wingspan greater than 80'. Twy P clsd to acft with wingspan greater than 40'. Noise sensitive area under ILS apch from SEMCO

021° 15 NM to fld. 102/00E.

ILS/DME 111.55 I-00S Chan 52(Y) Rwy 09R. Class I.

Chan 38(Y) Rwy 27R. Class IB.

**ILS/DME** 110.15



# BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

JACKSONVILLE CENTER 126.35
DAYTONA BEACH APP CON 118.85
ORLANDO APP CON 121.1
EXECUTIVE ATIS 127.25
ORLANDO SANFORD INTL ATIS 125.975

ORMOND BEACH 112.6 OMN == Chan 73 N29°18.20′ - W81°06.76′ L-21-23-24, H-8 VERTICAL NAVIGATION PLANNING INFORMATION 2000 191°: (15) Expect clearance to cross at 10000' DIGGR N29°03.43′ W81° 10.03′ VERTICAL NAVIGATION PLANNING INFORMATION Expect clearance to cross at 5000' 8 CORLL N28° 55.56' W81° 11.76′

ST-917 (FAA)



EXECUTIVE

NOTE: RADAR and DME Required.

NOTE: Expect radar vectors to destination airport or final approach course at CORLL INT.

NOTE: Chart not to scale.

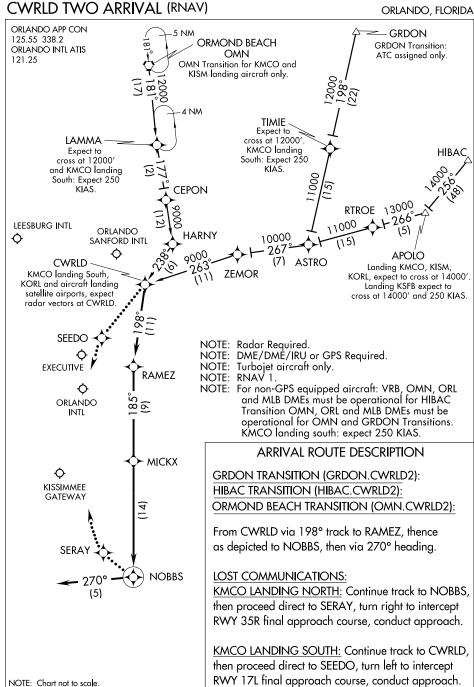
From over OMN VORTAC via OMN R-191 to CORLL INT. MEA 2000. Expect radar vectors to final approach course.

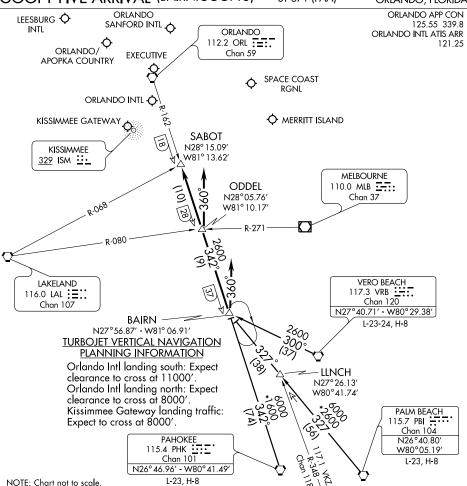
# COSTR TWO ARRIVAL (RNAV) (COSTR.COSTR2) 09239

21 OCT 2010 to 18 NOV 2010

ORLANDO, FLORIDA
ORLANDO INTL

NOTE: Chart not to scale.





PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT.

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN

INT. Thence. . . .

### **ORLANDO INTL:**

.... RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . . RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . . From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . . From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DAYTONA BEACH, FL DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
HOLLYWOOD, FL		
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 27R departures.
	HS 2	The hold line for Rwy 36L is also the hold line for Rwy 09R.
	HS 3	Aircraft taxiing on Twy L westbound to depart on Rwy 18R-36L.
MIAMI, FL		
MIAMI INTL (MIA)	HS 1	Short twy risk.
	HS 2	Short twy risk.
	HS 3	Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 4	Short twy between rwys.

ORLANDO, FL
ORLANDO SANFORD INTL (SFB) HS 1

ORLANDO SANFORD INTL (SFB) HS 1 Twy C is beyond the Rwy 09C APCH hold sign and marking.
HS 2 Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.

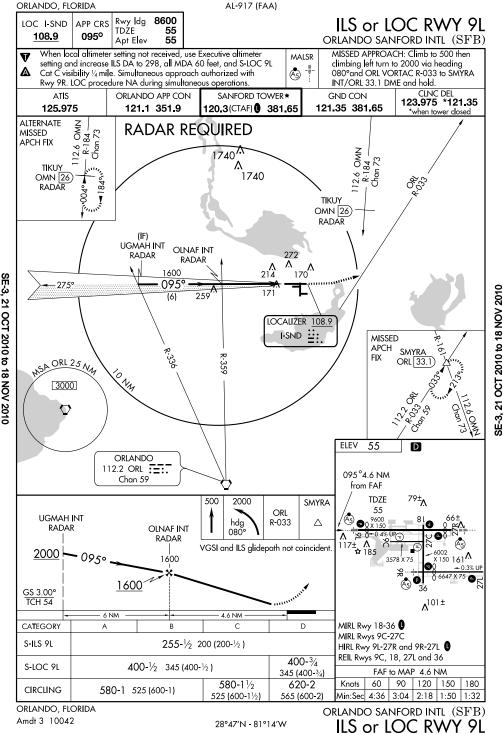
STUART, FL

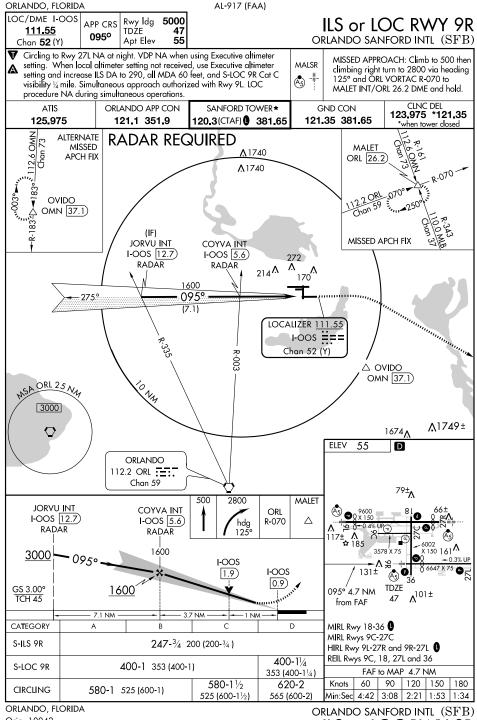
21 OCT 2010 to 18 NOV 2010

WITHAM FIELD (SUA) HS 1 Intersecting rwys, wrong rwy departure risk.

HS 2 Rwy 12 and Twy A1.

<sup>\*</sup>See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.



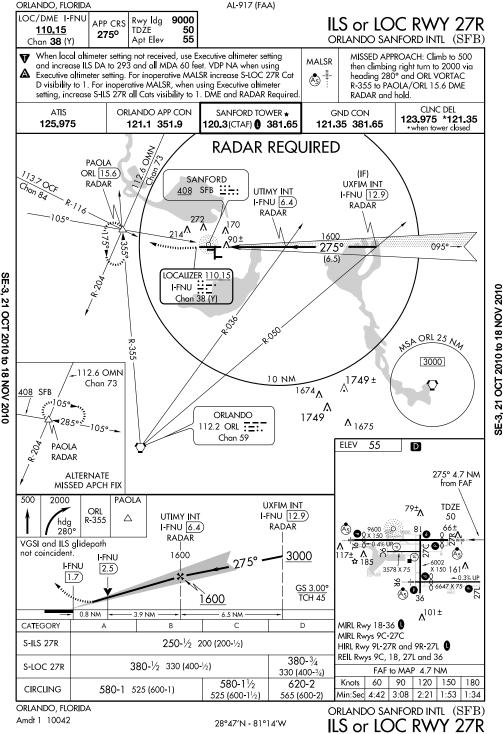


Orig 10042

SE-3,

21 OCT 2010 to 18 NOV 2010

RW ILS or LOC



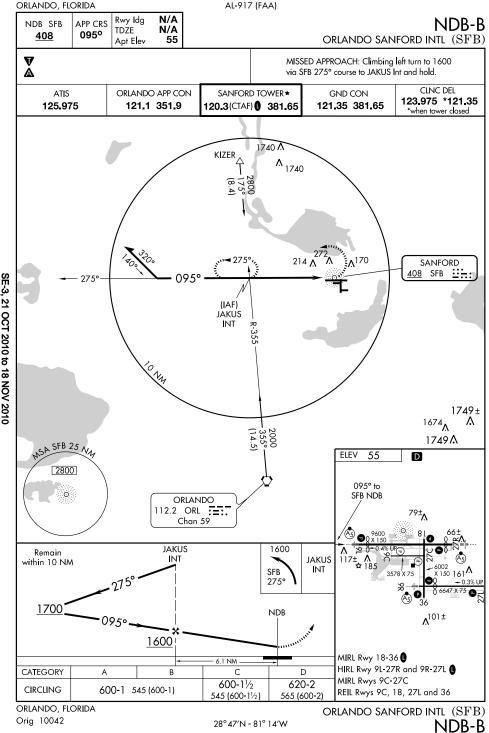
# LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

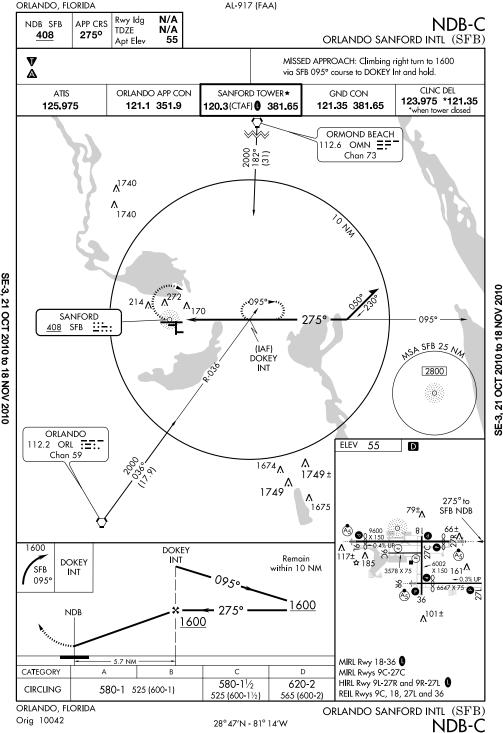
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned

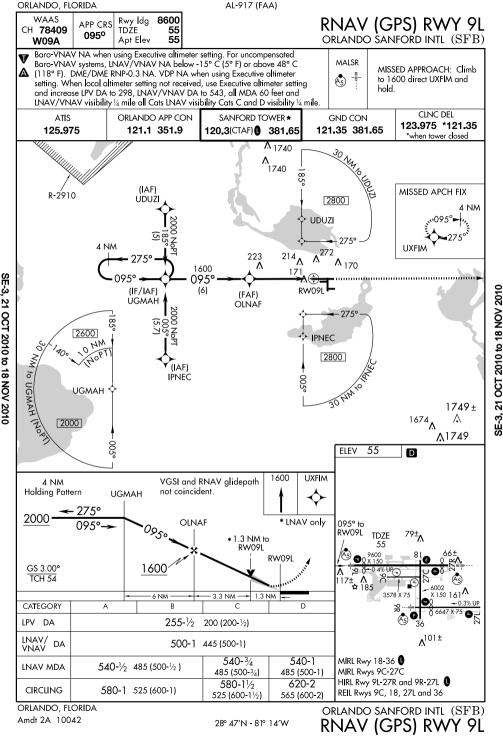
Specific questions regarding these distances sho The Aeronautical Information Manual contains sp		•	•
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
IACKSONIVILLE EL	31	08-26	3,250 feet
JACKSONVILLE, FL CRAIG MUNI (CRG)	05	14-32	3,600 feet
OKAIO MONI (OKO)	14	05-23	3,650 feet
LAKELAND, FL		00 20	0,000 1001
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
, ,	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL	0.5	40.04	4.470.4
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
CINEANDO GAINI CIND (GI D)	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
OT DETERORUPO OF EARWATER FL	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL ST. PETERSBURG-CLEARWATER INTL			
(PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L 22	04-22 17L-35R	7,557 feet 4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL	COIL	00 21	0,400 1001
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
VEDO BEACH EL	36	09-27	3,750 feet
VERO BEACH, FL VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
VERO BEAGITIMONI (VICE)	23L	04 22	4,7000 1001
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

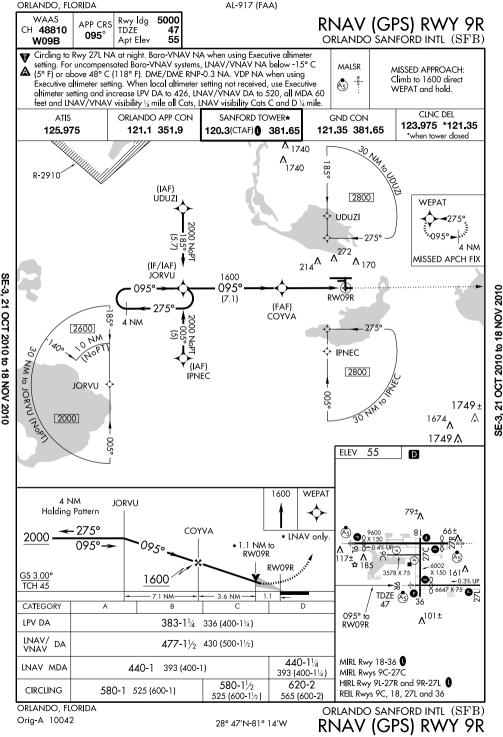
21 OCT 2010 to 18 NOV 2010

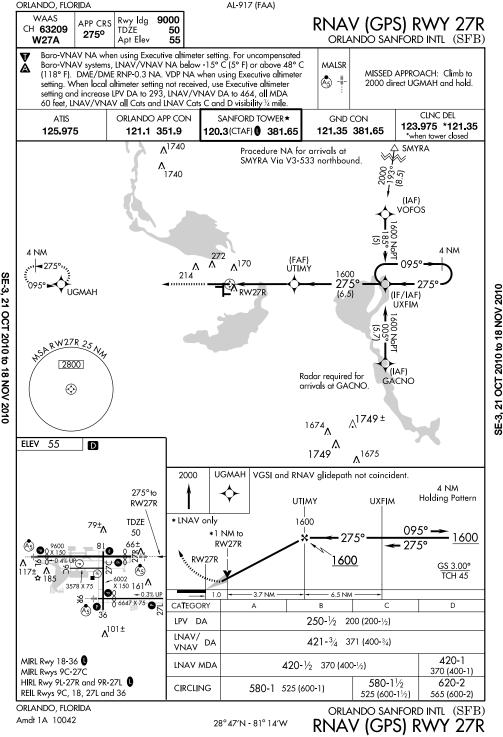


Orig 10042









(SFB3.SFB) 09127 SL-917 (FAA) ORLANDO SANFORD INTL (SFB) SANFORD THREE DEPARTURE ORLANDO, FLORIDA SFB ATIS 125.975 SEMINOLE CRAIG SFB CLNC DEL 123.975 117.5 SZW <u>∷</u> Chan 122 114.5 CRG ----ORL CLNC DEL 121.35 Chan 92 (when tower closed) N30° 33.37 N30°20.33 OCALA 113.7 OCF 📆 🚾 ORL DEP CON 121.1 W84° 22.44′ W81°30.60' L-21-22, H-8 L-21-23-24. H-8 Chan 84 N29°10.65 W82°13.58 ORMOND BEACH L-21-24 112.6 OMN = CROSS CITY Chan 73 N29°18.20 112.0 CTY **= : :** Chan *57* W81° 06.76′ N29°35.94' L-21-23-24, H-8 W83°02.92 .095° L-21-24, H-8 **-**095° 275° 095° = **ORLANDO** 112.2 ORL :=:. ST PETERSBURG Chan 59 MELBOURNE 116.4 PIE :-N28° 32.56′ W81° 20.10′ 110.0 MLB ...: Chan 111 Chan 37 N27°54.47′ W82°41.06′ L-21-23-24. H-8 N28°06.32 W80°38.12 L-21-24, H-8 L-23-24 LAKELAND SARASOTA 116.0 LAL **:≣∷** VERO BEACH 117.0 SRQ ::: Chan 107 117.3 VRB :::: Chan 117 N27°59.17 N27°23.87 Chan 120 N27°40.71 W82°00.83' , 21 OCT 2010 to 18 NOV 2010 W82°33.26 L-21-24, H-8 W80°29.38′ L-21-23, H-8 L-23-24, H-8 PAHOKEE LEE COUNTY 115.4 PHK ::: 111.8 RSW :-Chan 101 Chan 55 N26° 46.96 N26° 31.79′ - W81° 46.55′ W80° 41.49 L-21-23. H-8 L-23, H-8 PALM BEACH 115.7 PBI Chan 104 TAKE-OFF MINIMUMS: N26°40.80′ W80°05.19′ Rwys 9R, 9C, 9L, 27R, 27C, L-23. H-8 27L, 18, 36 Standard. NOTE: RADAR REQUIRED. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RWY 9R, 9C, 9L: Climb heading 095°. Thence. . . . TAKE-OFF RWY 27R, 27C, 27L: Climb heading 275°. Thence. . . . TAKE-OFF RWY 18: Climb heading 185°. Thence. . . . TAKE-OFF RWY 36: Climb heading 005°. Thence. . . . . . . Expect vectors to appropriate fix. Maintain 2000. Expect further clearance to filed altitude/flight level 10 minutes after departure. (CONTINUED ON NEXT PAGE) ORLANDO, FLORIDA SANFORD THREE DEPARTURE ORLANDO SANFORD INTL (SFB) (SFB3.SFB) 09127

21 OCT 2010 to 18 NOV 2010

## ORLANDO SANFORD INTL (SFB) ORLANDO, FLORIDA

SANFORD THREE DEPARTURE

TAKE-OFF OBSTACLE NOTES:

RWY 09R: Utilities beginning 430 feet from DER, 206 feet left of centerline up to 36 feet AGL/55 feet MSL. Trees beginning 986 feet from DER, 13 feet left of centerline up to 52 feet AGL/71 feet MSL. Post 1 foot from DER, 277 feet left of centerline 6 feet AGL/25 feet MSL. Utilities beginning 430 feet from DER, 109 feet right of centerline up to 36 feet AGL/55 feet MSL. Tree 1,078 feet from DER, 463 feet right of centerline 34 feet AGL/53 feet MSL.

RWY 09C: Bush 162 feet from DER, 276 feet left of centerline 8 feet AGL/57 feet MSL.

Tree 2,305 feet from DER, 90 feet right of centerline up to 81 feet AGL/111 feet MSL.

PWY 09L: Trees beginning 197 feet from DER, 25 feet left of centerline up to 55 feet AGL/

RWY 09L: Trees beginning 197 feet from DER, 25 feet left of centerline up to 55 feet AGL/79 feet MSL. Pole 2,277 feet from DER, 12 feet left of centerline 32 feet AGL/61 feet MSL. Trees beginning 956 feet from DER, 280 feet right of centerline

61 feet MSL. Trees beginning 956 feet from DER, 280 feet right of centerline 65 feet AGL/90 feet MSL.

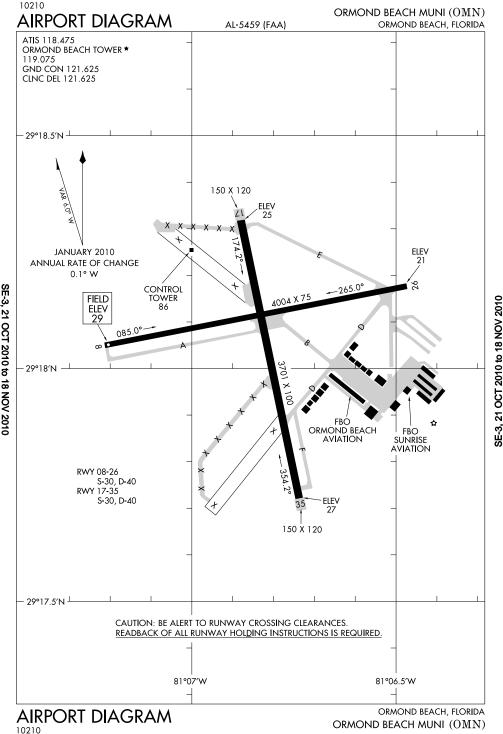
RWY 27R: Tower 3,434 feet from DER, 1,332 feet left of centerline, 115 feet AGL/171 feet MSL. Pole 1,378 feet from DER, 790 feet left of centerline 37 feet AGL/96 feet MSL. Trees beginning 1,355 feet from DER, 147 feet left of centerline up to 71 feet AGL/120 feet MSL. Antenna on building 130 feet from DER, 440 feet

right of centerline 18 feet AGL/67 feet MSL. Trees beginning 1,453 feet from DER, 179 feet right of centerline up to 63 feet AGL/112 feet MSL.

RWY 27C: Tower 2,341 feet from DER, 544 feet left of centerline, 128 feet AGL/185 feet MSL. Rod on OL tower 2,364 feet from DER, 551 feet left of centerline 125 feet AGL/184 feet MSL.

MSL. Rod on OL tower 2,364 feet from DER, 551 feet left of centerline AGL/184 feet MSL.

RWY 27L: Trees beginning 2,733 feet from DER, 260 feet left of centerline up to 72 feet AGL/131 feet MSL. Fence 229 feet from DER, 16 feet right of centerline 12 feet AGL/51 feet MSL.



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FLORIDA

ORMOND BEACH N29°18.20′ W81°06.76′

(OMN)

RWY 08: REIL. PAPI(P2L)-GA 3.0° TCH 38'. Trees.

243°-253° bvd 35 NM blo 3000'. RCO 122.1R 112.6T (ST PETERSBURG RADIO) RCO 122.4 (ST PETERSBURG RADIO)

Chan 73

3 NW

S-30, D-40

FUEL 100LL, JET A TPA-1029(1000) NOTAM FILE PIE

MIRI

UNICOM 123.05

(H) VORTAC 1126 OMN

ORMOND BEACH MUNI

S4

RWY 08-26: H4004X75 (ASPH)

COMMUNICATIONS: CTAF 119.075

PAGE FLD

NOTAM FILE OMN **IACKSUNVILLE** at Ormond Beach Muni. 19/00E. NOTAM FILE PIE. H-8H, L-21D, 24G VOR portion unusable 147°-155 bvd 12 NM blo 2000': useable 147°-155° bvd 25 NM blo 3000': useable

UTC-5(-4DT) N29°18.03' W81°06.82'

cracking with grass growing through. Noise abatement procedures in effect ctc arpt mgr at 386-615-7019 for details. ACTIVATE MIRL Rwys 08-26 and 17-35 and PAPI Rwy 08, Rwy 26, Rwy 17

> RCO 122.1R 112.6T (ST PETERSBURG RADIO) RCO 122.4 (ST PETERSBURG RADIO) DAYTONA APP/DEP CON 125.8

RWY 26: REIL. PAPI(P2L)-GA 3.0° TCH 38'. Trees. Rgt tfc. RWY 17-35: H3701X100 (ASPH) S-30, D-40 RWY 35: REIL, PAPI(P2L)-GA 3.0° TCH 38', Trees.

RWY 17: REIL. PAPI(P2L)-GA 3.0° TCH 38'. Trees. Rgt tfc. AIRPORT REMARKS: Attended 1200-0000Z‡. Line of sight obstructed btn Rwys 08-26, 17-35. Twy C clsd indef. Portions of twy

and Rwv 35, REIL Rwv 08, Rwv 17, Rwv 26, Rwv 35-CTAF, WEATHER DATA SOURCES: AWOS-3 118.475 (386) 615-7084.

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**IACKSUNVILLE** I-21D 24G

IAP. AD

TOWER 119.075 (1200-0000Z±) GND CON 121.625 **CLNC DEL** 121.625 AIRSPACE: CLASS D svc 1200-0000Z tother times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.

(H) VORTAC 112.6 OMN Chan 73 N29°18.20′ W81°06.76′ at fld. 19/00E. ASR

ATIS 118.475

PAHOKEE N26°46.96′ W80°41.49′ NOTAM FILE MIA.

(See FT MYERS)

(H) VORTAC 115.4 PHK Chan 101 at Palm Beach Co Glades, 20/00.

RCO 122.35 122.1R 115.4T (MIAMI RADIO)

PALM BEACH CO GLADES (PHK) 3 SW UTC-5(-4DT) N26°47.10′ W80°41.60′

PAHNKFF

S4 FUEL 100LL, JET A NOTAM FILE MIA

S-20 RWY 17-35: H4116X75 (ASPH) MIRL RWY 17: VASI(V2L)—GA 2.75° TCH 20'. Thid dsplcd 100'. P-line.

RWY 35: VASI(V2L)-GA 2.5° TCH 20'. Thid dsplcd 50'. Fence. AIRPORT REMARKS: Attended 1300-2300Z‡. Parachute Jumping. Birds

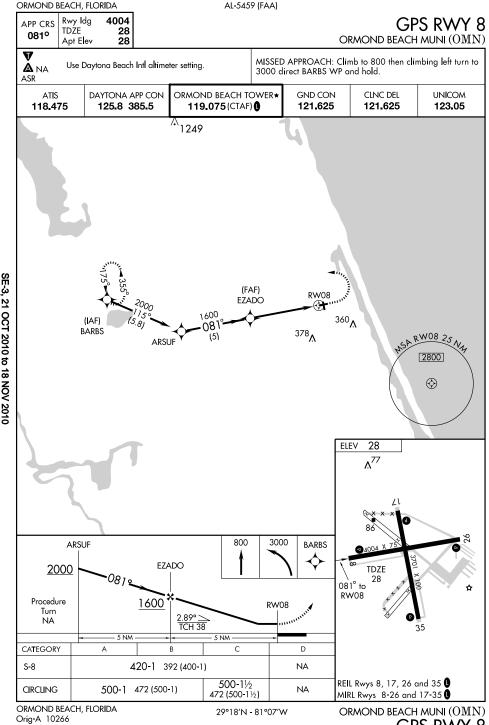
on and invof arpt, MIRL Rwy 17-35 preset on medium ints, to increase ints ACTIVATE-CTAF. WEATHER DATA SOURCES: HIWAS 115 4 PHK

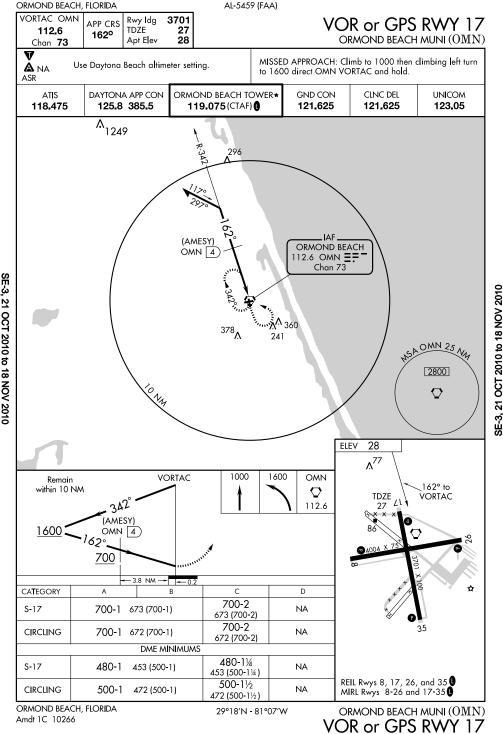
PAHOKEE RCO 122.35 122.1R 115.4T (MIAMI RADIO) (R) PALM BEACH APP/DEP CON 124.6 RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.

COMMUNICATIONS: CTAF/UNICOM 122.8

PAHOKEE (H) VORTAC 115.4 PHK Chan 101 N26°46.96' W80°41.49' at fld. 16/00E. **2AWIH** 







115

FLORIDA

ORMOND BEACH N29°18.20′ W81°06.76′

(OMN)

RWY 08: REIL. PAPI(P2L)-GA 3.0° TCH 38'. Trees.

243°-253° bvd 35 NM blo 3000'. RCO 122.1R 112.6T (ST PETERSBURG RADIO) RCO 122.4 (ST PETERSBURG RADIO)

Chan 73

3 NW

S-30, D-40

FUEL 100LL, JET A TPA-1029(1000) NOTAM FILE PIE

MIRI

UNICOM 123.05

(H) VORTAC 1126 OMN

ORMOND BEACH MUNI

S4

RWY 08-26: H4004X75 (ASPH)

COMMUNICATIONS: CTAF 119.075

PAGE FLD

NOTAM FILE OMN **IACKSUNVILLE** at Ormond Beach Muni. 19/00E. NOTAM FILE PIE. H-8H, L-21D, 24G VOR portion unusable 147°-155 bvd 12 NM blo 2000': useable 147°-155° bvd 25 NM blo 3000': useable

UTC-5(-4DT) N29°18.03' W81°06.82'

cracking with grass growing through. Noise abatement procedures in effect ctc arpt mgr at 386-615-7019 for details. ACTIVATE MIRL Rwys 08-26 and 17-35 and PAPI Rwy 08, Rwy 26, Rwy 17

> RCO 122.1R 112.6T (ST PETERSBURG RADIO) RCO 122.4 (ST PETERSBURG RADIO) DAYTONA APP/DEP CON 125.8

RWY 26: REIL. PAPI(P2L)-GA 3.0° TCH 38'. Trees. Rgt tfc. RWY 17-35: H3701X100 (ASPH) S-30, D-40 RWY 35: REIL, PAPI(P2L)-GA 3.0° TCH 38', Trees.

RWY 17: REIL. PAPI(P2L)-GA 3.0° TCH 38'. Trees. Rgt tfc. AIRPORT REMARKS: Attended 1200-0000Z‡. Line of sight obstructed btn Rwys 08-26, 17-35. Twy C clsd indef. Portions of twy

and Rwv 35, REIL Rwv 08, Rwv 17, Rwv 26, Rwv 35-CTAF, WEATHER DATA SOURCES: AWOS-3 118.475 (386) 615-7084.

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**IACKSUNVILLE** I-21D 24G

IAP. AD

TOWER 119.075 (1200-0000Z±) GND CON 121.625 **CLNC DEL** 121.625 AIRSPACE: CLASS D svc 1200-0000Z tother times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.

(H) VORTAC 112.6 OMN Chan 73 N29°18.20′ W81°06.76′ at fld. 19/00E. ASR

ATIS 118.475

PAHOKEE N26°46.96′ W80°41.49′ NOTAM FILE MIA.

(See FT MYERS)

(H) VORTAC 115.4 PHK Chan 101 at Palm Beach Co Glades, 20/00.

RCO 122.35 122.1R 115.4T (MIAMI RADIO)

PALM BEACH CO GLADES (PHK) 3 SW UTC-5(-4DT) N26°47.10′ W80°41.60′

PAHNKFF

S4 FUEL 100LL, JET A NOTAM FILE MIA

S-20 RWY 17-35: H4116X75 (ASPH) MIRL RWY 17: VASI(V2L)—GA 2.75° TCH 20'. Thid dsplcd 100'. P-line.

RWY 35: VASI(V2L)-GA 2.5° TCH 20'. Thid dsplcd 50'. Fence. AIRPORT REMARKS: Attended 1300-2300Z‡. Parachute Jumping. Birds

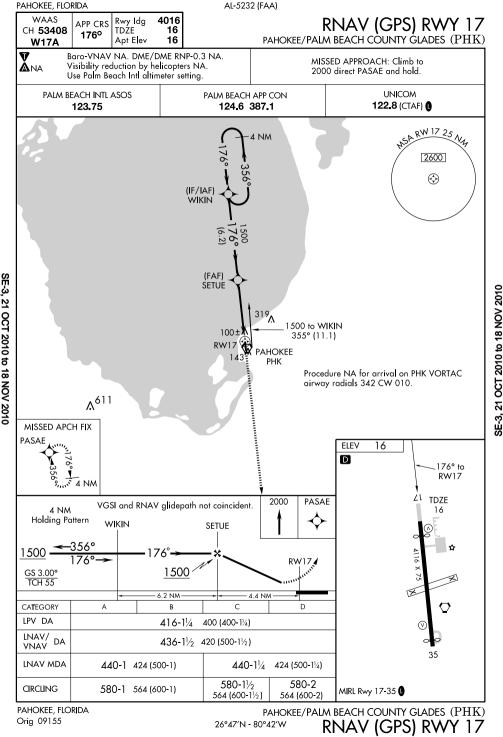
on and invof arpt, MIRL Rwy 17-35 preset on medium ints, to increase ints ACTIVATE-CTAF. WEATHER DATA SOURCES: HIWAS 115 4 PHK

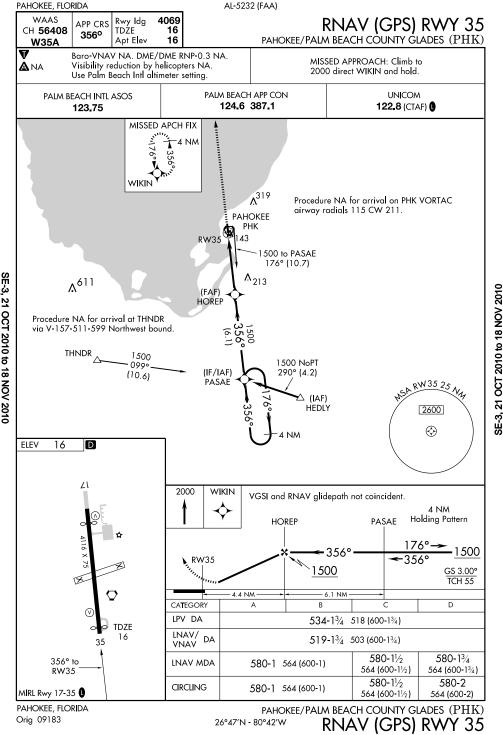
PAHOKEE RCO 122.35 122.1R 115.4T (MIAMI RADIO) (R) PALM BEACH APP/DEP CON 124.6 RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.

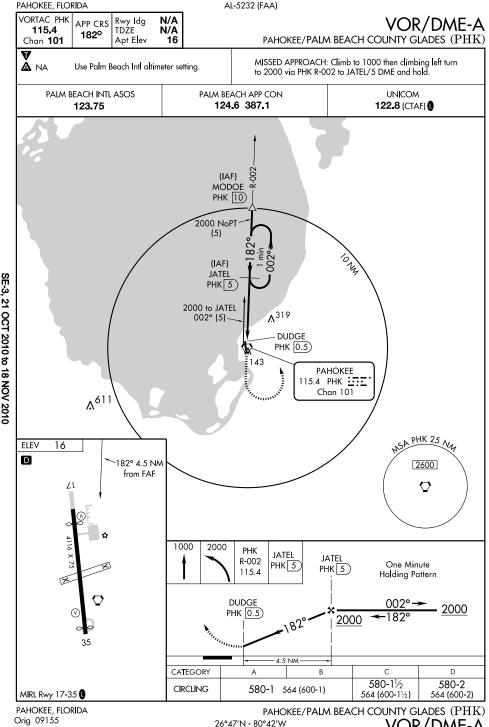
COMMUNICATIONS: CTAF/UNICOM 122.8

PAHOKEE (H) VORTAC 115.4 PHK Chan 101 N26°46.96' W80°41.49' at fld. 16/00E. **2AWIH** 





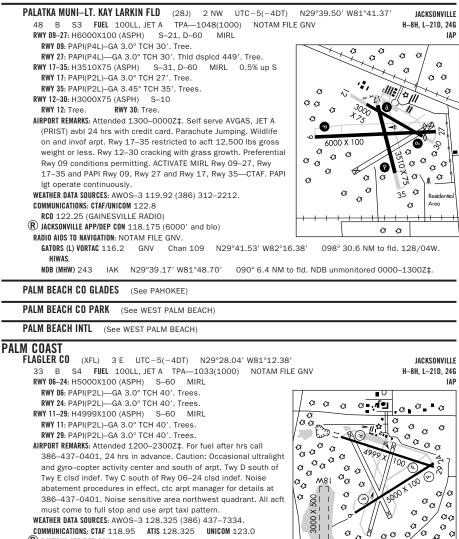




Orig 09155

FLORIDA

116



RADIO AIDS TO NAVIGATION: NOTAM FILE OMN. ORMOND BEACH (H) VORTAC 112.6 OMN Chan 73 N29°18.20' W81°06.76' 333° 11 NM to fld. 19/00E.

WATERWAY 18W-36W: 3000X500 (WATER)

TOWER 118.95 (1200-0200Z‡) GND CON 121.75

AIRSPACE: CLASS D svc 1200-0200Z‡ other times CLASS G.

R DAYTONA APP/DEP CON 125.8

118.95

SEAPLANE REMARKS: For seaplane refueling at lake call 386-437-0401, 24 hrs in advance. Rwy 18W-36W seaplane ldg area is Gore Lake (3196' by 1633'). 40' trees at water's edge all quadrants. Plan all apchs at heading 180° or 360° past trees. Rwy 18W-36W ldg area not marked.

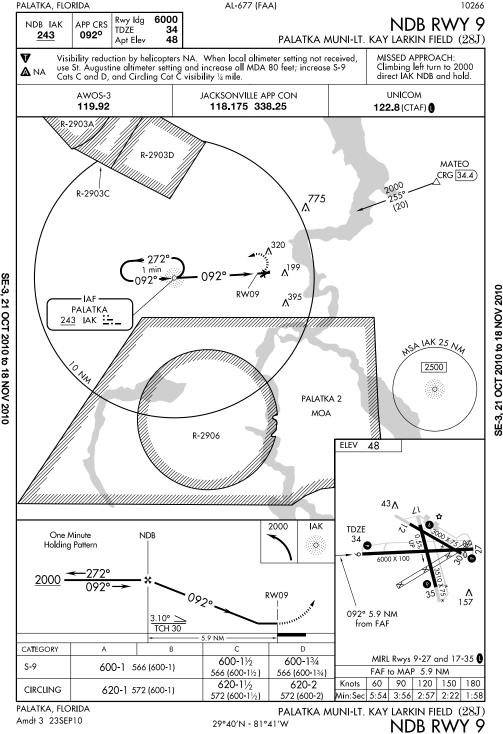
CLNC DEL

36W

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10266 WAAS Rwy Idg 6000 RNAV (GPS) RWY 9 APP CRS CH **53320** TDŹE 34 092° PALATKA MUNI-LT. KAY LARKIN FIELD (28J) Apt Elev 48 W09A Baro-VNAV NA when using St. Augustine altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not 77  $\mathbf{A}$  NA MISSED APPROACH: Climb to 3000 direct NNT-0.3 NA. Visibility reaction by inelicopiers via. When local difficient setting and increase LPV DA all Cats to 379, LNAV/VNAV DA all Cats to 457, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility 1/4 mile. TOHCI and hold. UNICOM JACKSONVILLE APP CON AWOS-3 119.92 118.175 338.25 122.8 (CTAF) ( R-2903A R-2903D 3000 R-2903C 3000 ₹ O FIKUK (NOF) FIKUK -♦ (IAF) JUHRA 💠 JUHRA 775 272 MISSED APCH FIX WUGUG Λ<sup>320</sup> 2.9 NM (FAF) 4 NM to RW09 CIXOM 2000 **092°** (6.3) ....**/**199 TOHC RW09 ∧<sup>395</sup> (IF/IAF) 2729 FIKUK 5 ♦ HESOV 3000 (IAF) HESO\ PALATKA 2 MOA R-2906 ELEV 48 4 NM 3000 TOHC Holding Pattern **FIKUK** 43<u>^</u> CIXOM \*LNAV only WUGUG **TDZE** 3000 2000 34 0920 2.9 NM to RW09 RW09 6000 X 100 GS 3.00° 122± **∧**137± 2000 \*1000 TCH 40 6.3 NM 3.1 NM--- 2.9 NM ۸ 092° to CATEGORY Α В С D 157 **RW09 IPV** DA 314-1 280 (300-1) LNAV/ DΑ 392-11/4 358 (400-11/4) VNAV 480-11/4 480-11/2 **LNAV MDA** 480-1 446 (500-1) 446 (500-11/4) 446 (500-11/2) 620-2 620-11/2 CIRCLING 620-1 572 (600-1) MIRL Rwys 9-27 and 17-35 572 (600-11/2) 572 (600-2) PALATKA, FLORIDA PALATKA MUNI-LT. KAY LARKIN FIELD (28J)Orig 23SEP10 RNAV (GPS) RW 29°40'N - 81°41'W

SE-3, 21 OCT 2010 to 18 NOV 2010

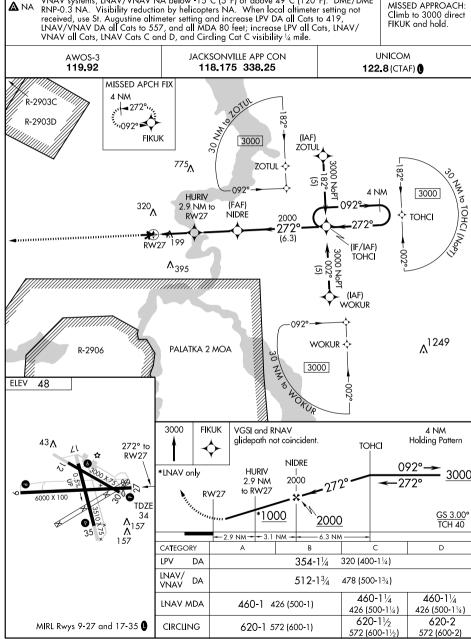
AL-677 (FAA)

PALATKA, FLORIDA

APP CRS 34 CH 99320 TDŻE 272° 48 W27A Apt Elev V

# PALATKA MUNI-LT. KAY LARKIN FIELD (28J)

Baro-VNAV NA when using St. Augustine altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Augustine altimeter setting and increase LPV DA all Cats to 419, LNAV/VNAV DA all Cats to 557, and all MDA 80 feet; increase LPV all Cats, LNAV/ VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility 1/4 mile.



PALATKA, FLORIDA Orig 23SEP10

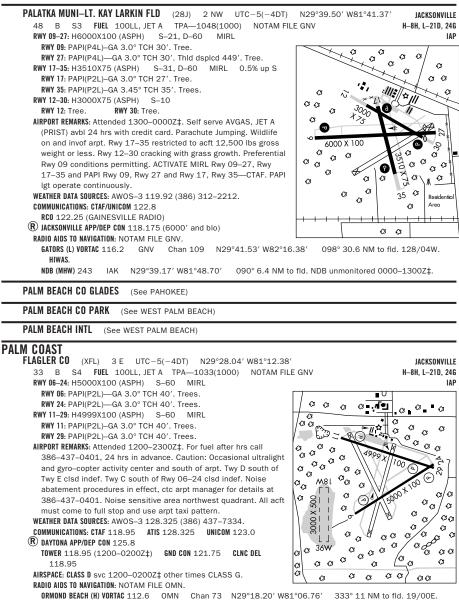
SE-3,

21 OCT 2010 to 18 NOV 2010

PALATKA MUNI-LT. KAY LARKIN FIELD (28J)

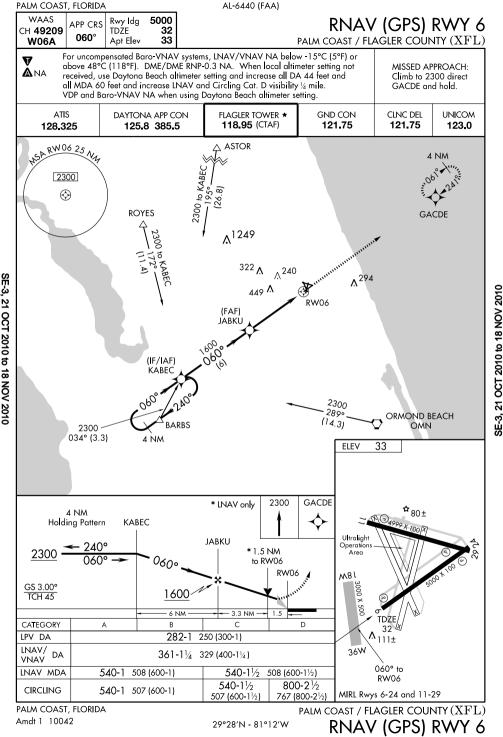
FLORIDA

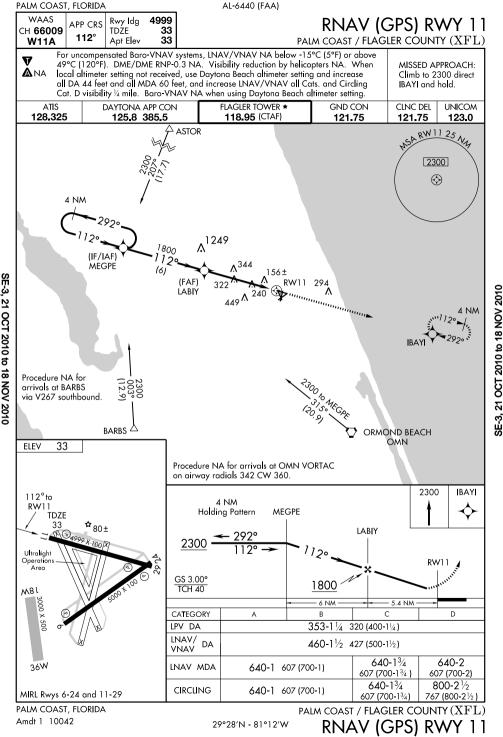
116

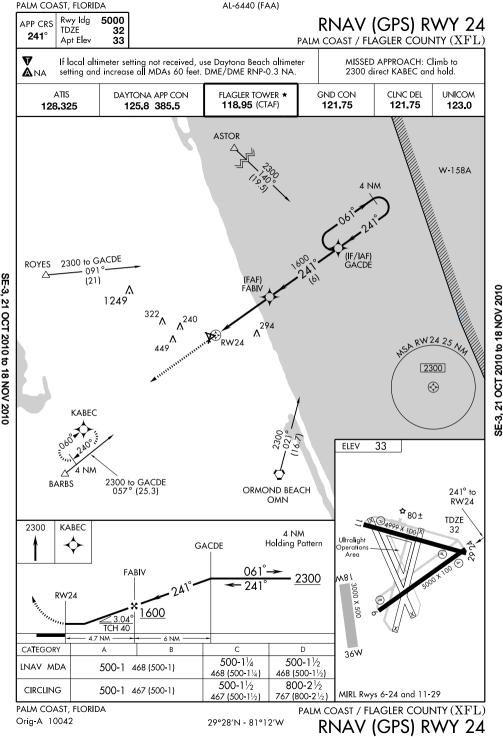


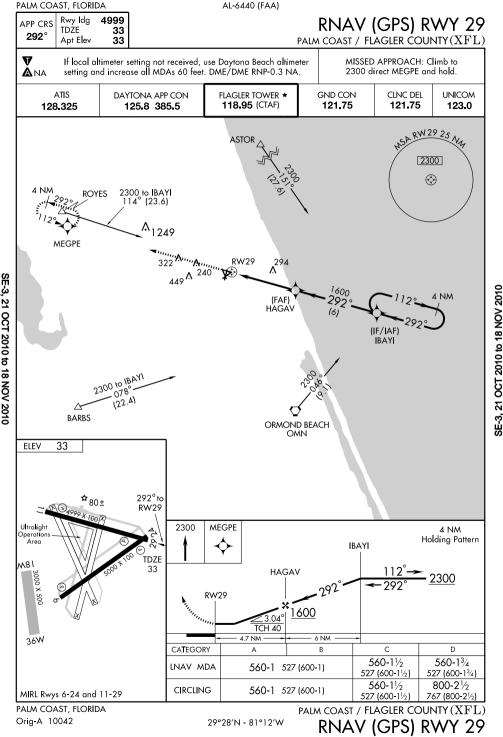
WATERWAY 18W-36W: 3000X500 (WATER)
SEAPLANE REMARKS: For seaplane refueling at lake call 386-437-0401, 24 hrs in advance. Rwy 18W-36W seaplane ldg area is Gore Lake (3196' by 1633'). 40' trees at water's edge all quadrants. Plan all apchs at heading 180°

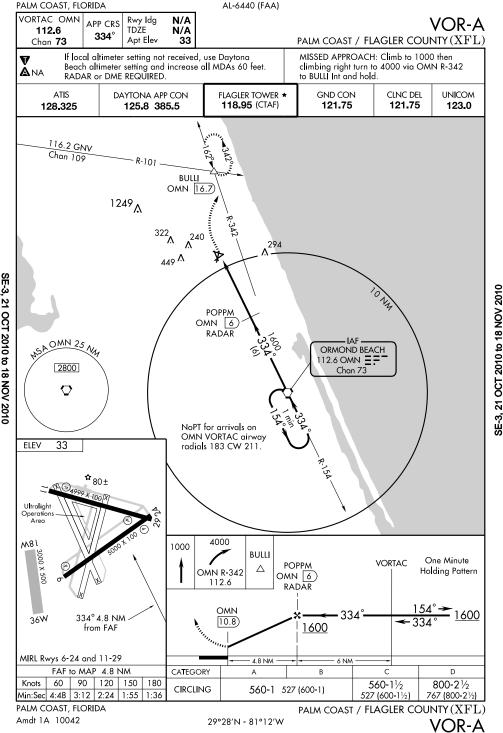
or 360° past trees. Rwy 18W-36W ldg area not marked.

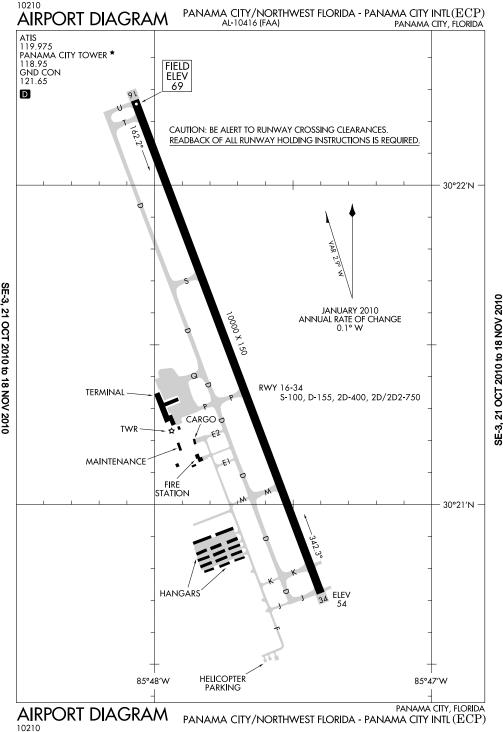












**FLORIDA** 117 **PALMETTO** AIRPORT MANATEE (48X) 7 NE UTC-5(-4DT) N27°38.55′ W82°31.21′ MIAMI 27 S2 NOTAM FILE PIE RWY 07-25: 3405X100 (TURF) LIRL RWY 07: Brush, Rgt tfc. RWY 25: Brush. AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z‡, Sat 1400-1700Z‡. Rwy 07-25 first 500' E end soft after rains. Rwy 07-25 thids marked by one green lgt and four buckets on each side of rwy. COMMUNICATIONS: CTAF 122 9 **PANACEA WAKULLA CO** (2JØ) 3 S UTC-5(-4DT) N29°59.37′ W84°23.72′ JACKSONVILLE B NOTAM FILE GNV RWY 18-36: 2590X70 (TURF) LIRL RWY 18: Thid dspicd 200'. Road. RWY 36: Thid dspicd 375'. Trees. AIRPORT REMARKS: Unattended, Parachute Jumping, Ground access by prior request 850-984-0590, +50' trees both

sides of rwy 100' from centerline in transitional surface. Rwy 18-36 length and width and dsplcd thlds marked

#### PANAMA CITY NORTHWEST FLORIDA-PANAMA CITY INTL (ECP) 16 NW UTC-6(-5DT) N30°21.49′ W85°47.74′ Class I, ARFF Index B NOTAM FILE ECP Not insp. 69 RWY 16-34: H10000X150 (CONC-GRVD) S-100, D-155, 2D-400. 2D/2D2-750 HIRL CL RWY 16: MALSR. TDZL. PAPI(P4L)-GA 2.83° TCH 66'.

**COMMUNICATIONS: CTAF 122.9** 

RWY 34: REIL. PAPI(P4L)-GA 2.83° TCH 73'. RUNWAY DECLARED DISTANCE INFORMATION: RWY 16: TORA-10000 TODA-10000 ASDA-10000 LDA-10000 RWY 34: TORA-10000 TODA-10000 ASDA-10000 LDA-10000 AIRPORT REMARKS: Attended continuously. All military VIP arr/dep shall

with white tires. Rwy 18-36 north 500' soft turf. ACTIVATE LIRL Rwy 18-36-CTAF.

be at arpt terminal with prior approval from arpt authority at (850)763-6751 x206. WEATHER DATA SOURCES: ASOS 119.975 (850) 235-7857. LAWRS. COMMUNICATIONS: CTAF 118.95 ATIS 119.975 (R) TYNDALL APP/DEP CON 124.15 (South abv 5000') 125.2 (North abv 50001 JAX CENTER APP/DEP CON 119.1

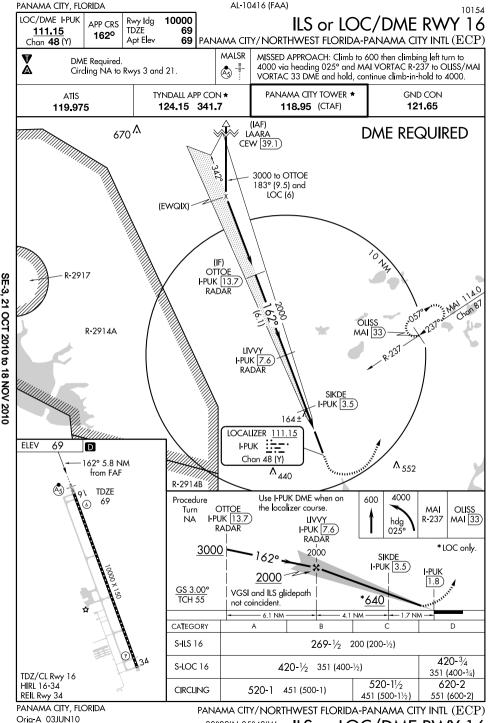
TOWER 118.95 (1200-0400Z‡) **GND CON 121.65** AIRSPACE: CLASS D svc 1200-0400Z‡ other times CLASS G.

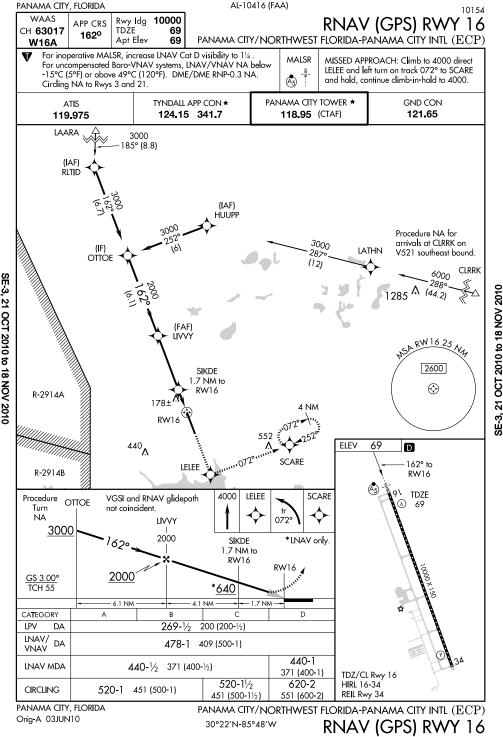
**NEW ORLEANS** 

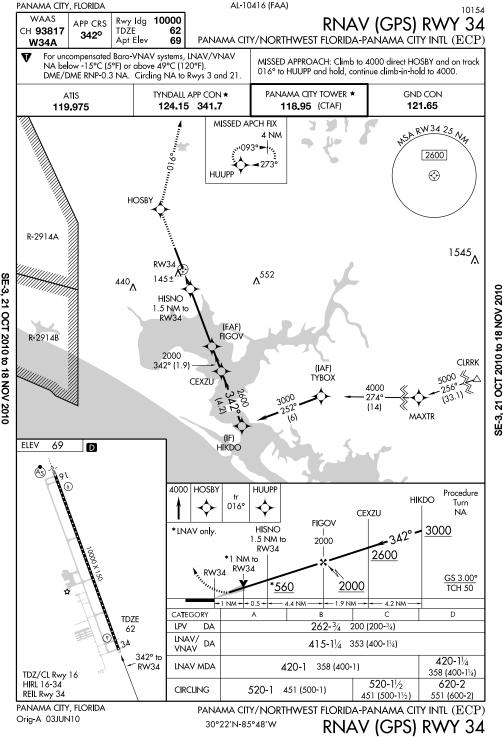
IAP. AD

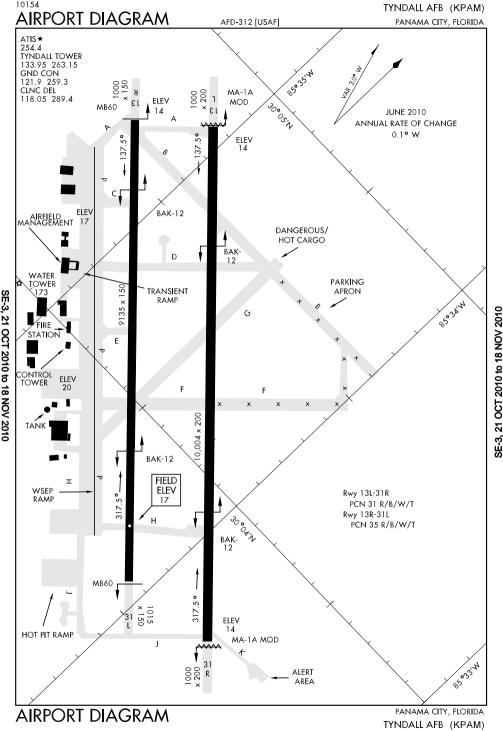
H-8G, L-21C, 22I

RADIO AIDS TO NAVIGATION: NOTAM FILE FCP (L) VORTAC 114.3 PFN Chan 90 N30°12.98' W85°40.86' 325° 10.4 NM to fld. 10/0W. IIS/DMF 111 15 I-PUK Chan 48(Y) Rwv 16









136 FLORIDA

NDB (LOM) 263 DA 071° 5.2 NM to Daytona Beach Intl. TRI-CO (See BONIFAY)

NOTAM FILE DAB.

TYNDALL AFB (PAM)(KPAM) AF 6 SE UTC-6(-5DT)

В TPA—See Remarks NOTAM FILE PAM Not insp.

RWY 13L-31R: H10004X200 (CONC-GRVD) PCN 31 R/B/W/T RWY 13L: ALSF1. PAPI(P4L). RWY 31R: ALSF1. PAPI(P4L). RWY 13R-31L: H9135X150 (ASPH-CONC) PCN 35 R/B/W/T

RWY 13R: PAPI(P4L). RWY 31L: PAPI(P4L). RUNWAY DECLARED DISTANCE INFORMATION RWY 13L: TORA-10004 TODA-10004

**TOMOK** N29°08.66′ W81°08.87′

RWY 31R: TORA-10004 TODA-10004 ARRESTING GEAR/SYSTEM

**RWY 13L** ← MA-1A(MOD) CHAG (50' OVRN) HOOK BAK-12B(B) (2300')

**RWY 13R** ← MB60 CHAG (35' OVRN) HOOK BAK-12B(B) (1440')

MILITARY SERVICE: LGT All rwy thid lgts gated. Rwy 13L-31R marked 150' wide, pavement 200' wide. Rwy edge lgt, distance remaining markers, and rwy exit signs in place for 200' wide rwy. A-GEAR All BAK-12B in raised position.

BAK-12B extended. Rwys 13L/R and 31L/R MA-1A MOD hook cable in place at all times, webbing 30 minutes prior notice. MP Rwy 13R-31L Tue 1100-1300Z, Rwy 13L-31R Thu 1100-1300Z. (MA-1A) (MC-11) (M32A-10)

weekdays Apr 1-Oct 31 1300-0300Z‡, Nov 1-Mar 31 weekdays 1300-0200Z‡, weekends 1500-0000Z‡, clsd Federal holidays.

crossing height 15'. PAR Rwy 13R: Height group 4 wheel crossing height 11'. PAR Rwy 13R: Height group 3 wheel crossing height 16'. Twy J ltd to acft with same or lesser tail height of an F-15 (max tail height of 19.2').

when taxiing on Twy B center. Aircrews must provide Airfield Management Operations with 48 hr prior coordination for acft ops requiring barrier removal. PPR 48 hr rqr, ctc Airfield Management Operations DSN 523-4244/45, fax 2075. Issued PPR valid 1 hr +/- ETA, early/late arrival/departure must recoordinate. When necessary 180° turn Rwy 13R-31L execute in the last 1000' of rwy. PAR Rwy 31L: Height group 4 wheel

DSN 523-4244/45, C850-283-4244/45, fax 2075. C130 and larger acft will have outboard engines at idle

MILITARY REMARKS: Opr Mon-Fri 1200-0400Z‡, Sat-Sun 1500-2300Z‡, CLOSED holidays and weekends associated with holidays. See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR, 48 hr required, ctc Afld Management OPS

FUEL J8

CAUTION Drone launches and recoveries 2.5 and 3 SM SSE of main arpt. Extensive student jet tfc 40 NM E. Augmented wx observation point obstructed by buildings, hangars and trees, especially southeast thru northwest. At ngt, ramp lgt makes it difficult to estimate cloud cover, cloud height and visibility. A cooperative wx watch with twr supplements some restrictions. Night observation limited due to high intensity stadium type lgt. TFC PAT TPA—Overhead 2100(2083) until 3 NM then descend to 1600(1583) for break, rgt entry at 3 NM from rwy. Rwy 13L overhead apch prohibited on weekends and holidays. PAR apch not avbl after wing flying, weekends or holidays. NS ABTNT Subject to weather conditions, heavy acft expect radar vectors until reaching 6000'. CSTMS/AG/IMG Customs, Agriculture avbl, rgr 72 hr prior notice to determine avbl for mil acft in direct mission support of Tyndall AFB. Ctc Base OPS not later than 72 hr prior to arr for instructions concerning disposal of foreign origin garbage. Any acft or deployed unit rqr Customs must pay applicable fees. MISC Wx opr during afld opr hr Mon-Fri, extd as rgr. Clsd Sat-Sun. Svc not avbl when afld NOTAM clsd. Wx DSN 523-2609/2856 C850-283-2609/2856. For standby svc during non-opr hr ctc 26th OWS DSN

781-5491/3024. Augmented wx obs when following conditions observed or expected: tornado, funnel clouds, waterspout, hail or volcanic ash. Auto obs otherwise, even when twr clsd. First 1500' Rwy 13R and first 2760' Rwy 31L concrete, middle 4875' Rwy 13R-31L asphalt. Rwy 13R-31L first 1700' Rwy 13L first 1000', and Rwy 31R first 3000' not grooved. Inbound VIP acft ctc PTD 30 min prior to Indg. AMC mission acft ctc 325 FW Command Post. Expect progressive taxiing instructions. Tran fighter acft expect 2 ship launch and recovery, expect tran svc delays during peak mission periods and weekends. Inbound VIP acft ctc PTD 30 minutes prior ldg. AMC mission acft ctc 325 FW Comd Post. No COMSEC storage avbl at AMOPS, ctc Command Post (bldg

CONTINUED ON NEXT PAGE

219, extension 2155) for COMSEC storage. Dur afld closure RSC/RCR not reported.

FLUID SP PRESAIR LHOX LOX

OIL 0-148 SOAP

N30°04.20' W85°34.59'

HIRL

HIRL

HOOK BAK-12B(B) (2308') MA-1A(MOD) CHAG (50' OVRN) → RWY 31R HOOK BAK-12B(B) (2500') MA-1A(MOD) MB60 (35') → RWY 31L

JASU (C-26) (MD-3)

**JACKSONVILLE** 

**NEW ORLEANS** 

DIAP. AD

H-8G, L-21C, 22I

TRAN ALERT Opr

### **FLORIDA** 137 CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: SFA ATIS 254.4 (1230-01307±) PTD 139.9 372.2 (R) APP/DEP CON 119.1 119.775 124.15 125.2 338.35 (125.2 392.1 N abv 5000') (124.15 307.8 S abv 5000')

(119.1 379.3 N blo 5000') (119.775 338.35 S blo 5000'), other times ctc

IACKSONVILLE CENTER APP/NEP CON 119 1 379 3

TOWER 133.95 263.15 (Mon-Fri 1200-0400Z±, Sat-Sun 1500-2300Z±, clsd holidays and weekends associated

CINC DEL 118 05 289 4

ILS 110.1 I-PAM Rwv 31R. No NOTAM MP Wed 1000-1200Z±.

(X59) 1 W UTC-5(-4DT) N27°57.65′ W80°33.50′

FUEL 100LL TPA-1026(1000) NOTAM FILE PIE

OWS Barksdale AFB DSN 781-5491/3024.)

RADIO AIDS TO NAVIGATION: NOTAM FILE PEN

when afld remains open ctc Gnd Con.

RWY 14-32: H4000X75 (ASPH) S-12.5

RWY 10-28: H4000X75 (ASPH) S-12.5

manager 321-952-4590. COMMUNICATIONS: CTAF/UNICOM 122 725 RADIO AIDS TO NAVIGATION: NOTAM FILE MLB.

MELBOURNE (L) VOR/DME 110.0

(X23) 1 E

PANAMA CITY (L) VORTAC 114.3

1000-1200Z±.

107 NOTAM FILE PIE RWY 18-36: H2500X60 (ASPH) RWY 36: Thid dsplcd 200'. Trees. AIRPORT REMARKS: Unattended. Parachute Jumping.

COMMUNICATIONS: CTAF 122.9

RWY 32: Trees.

ILS 111.5 I-TYF

with holidays). GND CON 121 9 259 3

holidays.

(H) TACAN

ASR/PAR

UMATILLA MUNI

VALKARIA

COMD POST (CHECKER OPS) 381,3 (No telephone patch capability, Have quick timing avbl 361,4,)

Rwy 13L. No NOTAM MP Wed 1000-1200Z±.

PMSV METRO 290.625 (Full syc ayb) during afld opr hr. extd as rgr. Tran acft flight weather briefing syc ctc 26th

Chan 90 N30°12.98′ W85°40.86′

Chan 124 PAM (117.7) N30°04.44′ W85°34.35′ at fld. 14/0E. No NOTAM MP Thu

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. During Radar Approach Control closures

AIRPORT REMARKS: Attended 1300-2200Z‡. Rwy 14-32 is preferred rwy. Voluntary noise abatement in effect, ctc arpt

MLB Chan 37 N28°06.32' W80°38.12'

UTC-5(-4DT) N28°55.45′ W81°39.11′

AIRSPACE: CLASS D svc Mon-Fri 1200-0400Z‡, Sat-Sun 1500-2300Z‡, clsd holidays and weekends associated with

148° 10.3 NM to fld. 10/0W.

157° 9.6 NM to fld. 30/02W.

**IACKSONVILLE** 

MIAMI

1-24F

30°04′N-85°35′W

TYNDALL AFB

SE-3, 21 OCT 2010 to 18 NOV 2010

PANAMA CITY, FLORIDA

21 OCT 2010 to 18 NOV 2010

PANAMA CITY, FLORIDA

30°04′N-85°35′W

TYNDALL AFB (KPAM)

SE-3, 21 OCT 2010 to 18 NOV 2010

PANAMA CITY, FLORIDA

560-11/2

543 (600-11/2)

30°04′N-85°35′W

603

580-2

(600-2)

563

620-21/4

(700-21/4)

TYNDALL AFB (KPAM)

SE-3, 21 OCT 2010 to 18 NOV 2010

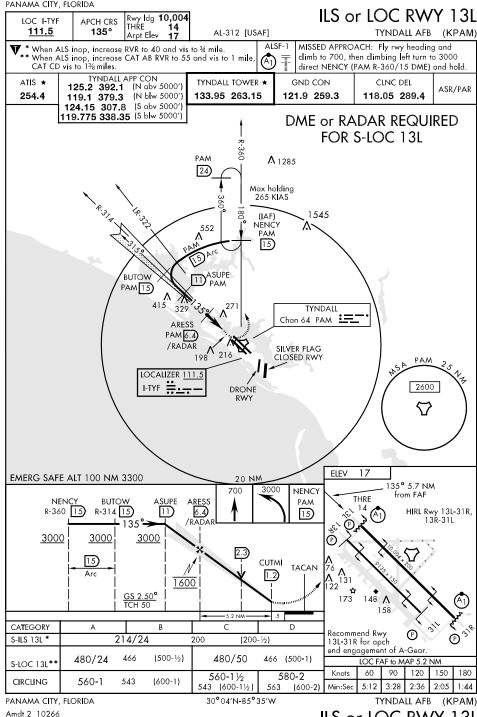
13L-31R for apch

end engagement of A-Gear.

CIRCLING

SE-3,

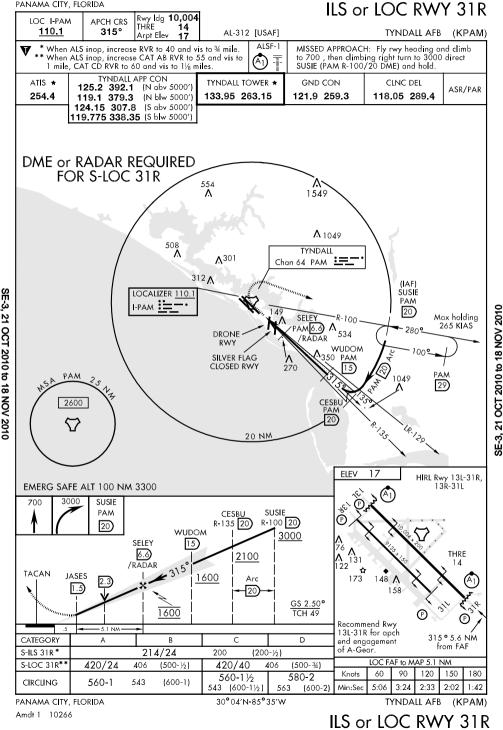
Amdt 2 10266

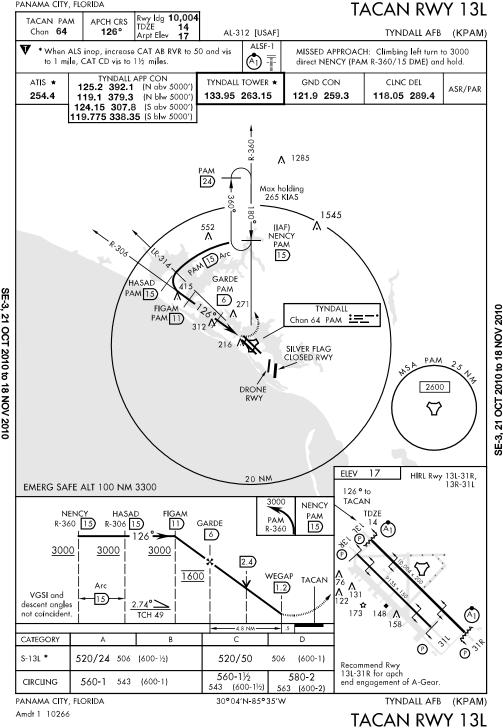


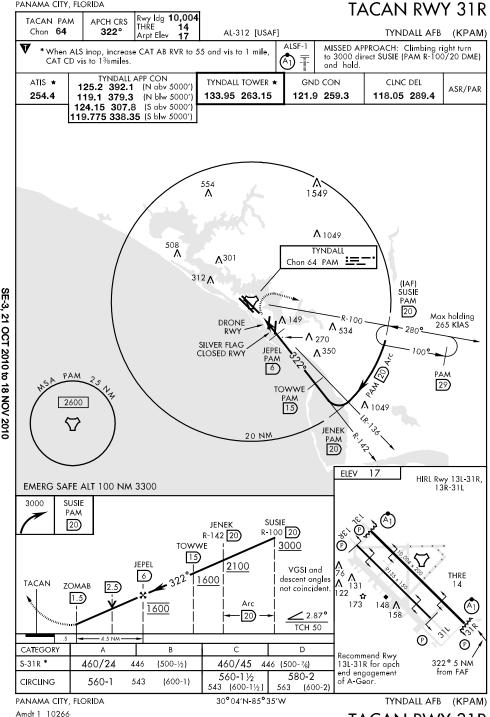
ILS or LOC RW

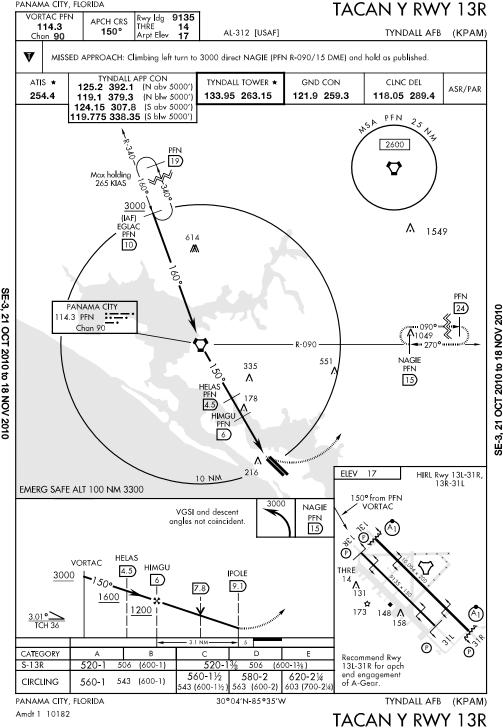
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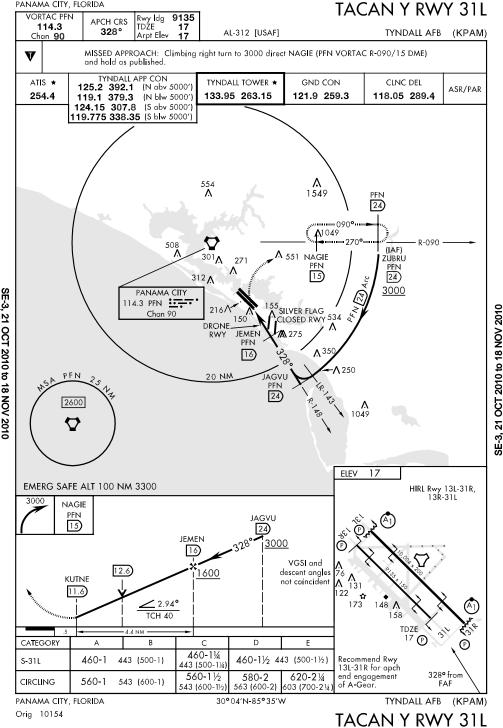
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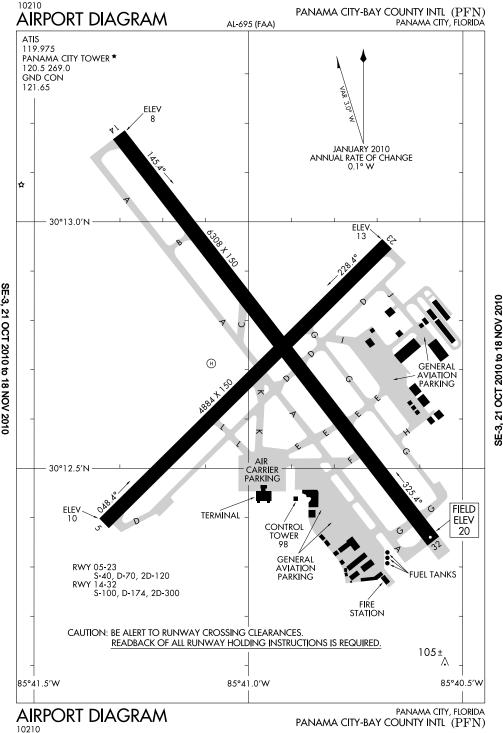












118 **FLORIDA** 

PANAMA CITY-BAY CO INTL (PFN) 3 NW UTC-6(-5DT) N30°12.73′ W85°40.97′ B S4 FUEL 100LL, JET A OX 1, 2 LRA ARFF Index—See Remarks

NEW ORLEANS H-8G, L-21C, 22I

AΠ

NOTAM FILE PEN RWY 14-32: H6308X150 (ASPH-GRVD) S-100. D-174. 2D-300

HIRL RWY 14: MALSR

RWY 32: REIL. VASI(V4L)-GA 3.0° TCH 50'. Trees.

RWY 05-23: H4884X150 (ASPH) S-40, D-70, 2D-120

RWY 05: VASI(V4L), Trees.

RWY 23: VASI(V4L)-GA 3.0° TCH 39'. Trees.

AIRPORT REMARKS: Attended continuously. Heavy bird activity on and invof arpt, Class I, ARFF Index B, ARFF equipment and personnel

meet FAR 139 Index B, call 850-769-4791/6033. All military VIP arrival/departures shall be to/from the arpt terminal with prior approval from the arpt authority at 850-763-6751 extension 206. Acft arriving/departing S.E.-N.W. use caution due to

intensive military jets transiting arpt tfc area 1500' and above on apch to Tyndall AFB. All IFR acft departing Rwy 14 must turn to assigned heading within 1 NM of departure EOR. ACTIVATE HIRL Rwy 14-32; MIRL Rwy 05-23; MALSR Rwy 14; REIL Rwy 32 and taxiway lgts-CTAF, Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: LAWRS.

COMMUNICATIONS: CTAF 120.5 ATIS 119.975 **IINICOM** 122 95

RCO 122.1R 114.3T (GAINESVILLE RADIO) (R) TYNDALL APP/DEP CON 124.15 (South abv 5000') 125.2 (North abv 5000') (Mon-Fri 1200-0400Z‡, Sat-Sun 1500-2300Z<sup>±</sup>). Clsd holidays and weekends associated with holidays, other times ctc.

MIRL

**3** 

€3

TOWER 120.5 (1200-0400Z±) GND CON 121.65 AIRSPACE: CLASS D svc 1200-0400Z‡ other times CLASS G.

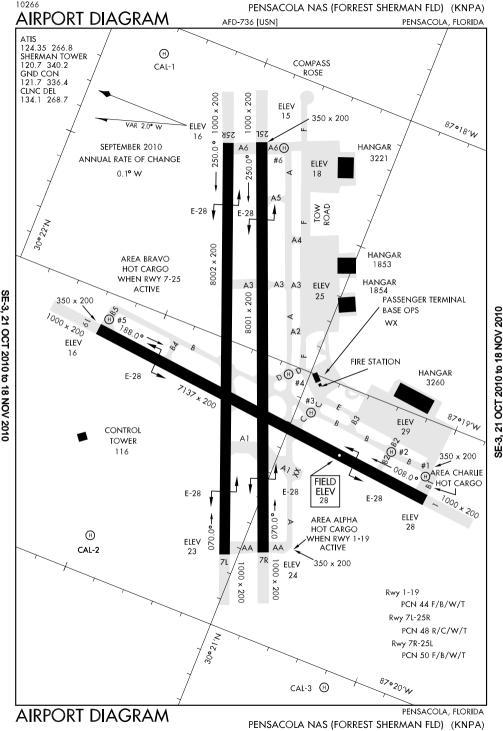
RADIO AIDS TO NAVIGATION: NOTAM FILE PEN

IAX CENTER APP/DEP CON 119 1

(L) VORTAC 114.3 PFN

Chan 90 N30°12.98′ W85°40.86′ at fld. 10/0W. LYNNE NDB (LOM) 278 PF N30°19.60′ W85°46.94′ 143° 8.6 NM to fld.

IIS 110.5 I-PEN Rwv 14 BC unusable LOM LYNNE NDB (ILS unmonitored when two clsd)



DIAP. AD

NEW ORLEANS

## **FLORIDA**

RWy 25L: OLS.

PENSACOLA NAS (FORREST SHERMAN FLD) (NPA)(KNPA)

Ν

HIRI

HIRI

Not insp.

6 SW UTC-6(-5DT)

H-7E, 8G, L-21C, 22H

ARRESTING GEAR/SYSTEM RWY 07L HOOK E28(B) (1200') RWY 07R HOOK E28(B) (1300') RWY 01 HOOK E28(B) (1544')

OIL 0-128-148-156

COMMUNICATIONS: SFA

2000-0400Z‡) (R) APP CON 120.05 120.65 270.8

NOTAM)

taxi.)

N30°21.20′ W87°19.08′

B NOTAM FILE PNS

RWY 07L-25R: H8002X200 (ASPH)

RWY 07R-25L: H8001X200 (ASPH)

RWY 01-19: H7137X200 (ASPH)

RWY 07L: ALSF1 OLS.

RWY 07R: OLS.

RWY 01: OLS.

PCN 44 F/B/W/T RWY 19: OLS

RWY 25R: OLS.

PCN 48 R/C/W/T

PCN 50 F/B/W/T

MILITARY SERVICE: LGT Mobile OLS 3.25° avbl all rwy. min notice for short fld arrestment. J5, J8 J5 limited and requires prior arrangement.

HIRL

HOOK E28(B) (1300') RWY 25R HOOK E28(B) (1450') RWY 25L

HOOK E28(B) (1100') RWY 19 A-GEAR Short fld arresting gear de-rigged, long fld rigged. 15 JASU 5(NC-8) 6(GTC-85 Navy F4 emerg start only) 3(NCPP-105). FLUID SP LHOX LOX OXRB Acft nitrogen and oxygen svc avbl 1400-2200Z‡ weekends and holidays.

FUEL TRAN ALERT Tran svc avbl Mon-Fri 1300-0500Z±, Sat 1600-2330Z±, Sun 1900-0230Z± and holidays by NOTAM, other times no tran acft authorized. Expect extensive servicing delays during tran alert

MILITARY REMARKS: Opr Mon-Fri 1300-0500Z±. Sat 1600-2330Z±. Sun 1900-0230Z±. holidays by NOTAM. See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR all acft except AIREVAC. Ctc Base OPS for PPR number DSN 922-2431, C850-452-2431, CAUTION Expect simultaneous opr during dual rwy ops, Intense VFR training tfc vicinity Saufley Fld NOLF. Extensive flight training, Ponding occurs after moderate to heavy rain at all rwy intersection and hold short areas. TFC PAT Ldg/taxi light required all ldg when weather conditions permit. Wheels Watch not on station, Reduced rwy separation standard in effect Chief of Naval Air Training acft only, Multiple apch severely limited during single rwy opr. NS ABTMT Req all acft remain at or abv 500' and 0.5 NM off-shore from Navarre Beach to west of Johnson Beach due to nesting of protected species Apr-Oct. CSTMS/AG/IMG

ATIS 124.35 266.8 (Mon-Fri 1300-0500Z‡, Sat 1400-2200Z‡, Sun & holidays SHERMAN TOWER 120.7 340.2 (Mon-Fri 1300-0500Z‡, Sat 1600-2330Z‡, Sun 1900-0230Z‡, holidays by SHERMAN CLNC DEL 134.1 268.7 (Dep acft ctc CLNC DEL prior to

(R) DEP CON 120.65 270.8 PMSV METRO 359.6 SHERMAN BASE OPS 312 1 AIRSPACE: CLASS C syc Mon-Fri 1300-0500Z±. Sat 1600-2200Z±. Sun 2000-0400Z± and holidays, other times ctc APP CON other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE NPA. Chan 119 NPA (117.2) N30°21.48′ W87°18.99′ at fld. 24/1E. Opr only during fld opr hr.

TACAN unusable: 030-050° blo 2500' 051°-230° byd 30 NM blo 1500' 231°-029° bvd 30 NM blo 2500'

Customs. Agriculture, avbl if prior arrangements made with minimum 48 hr advance notice.

SAUFLEY (L) VOR 108.8 N30°28.33′ W87°20.15′ 172° 7.2 NM to fld. NOTAM FILE PNS. NUN ILS 109.3 I-NPA Rwy 07L.

ASR/PAR COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima

SHERMAN GND CON 121.7 336.4

PENSACOLA, FLORIDA

Amdt 2 10014

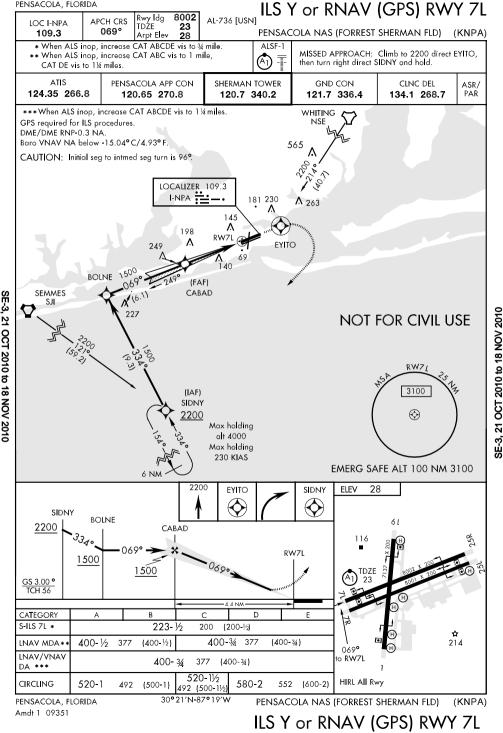
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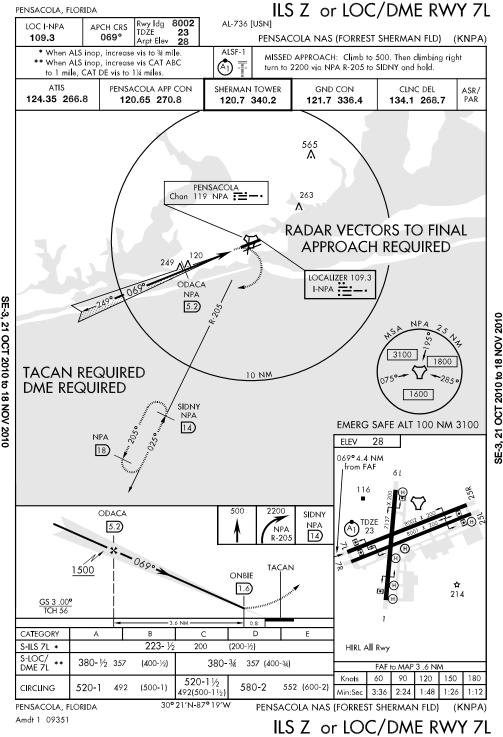
30°21′N-87°19′W

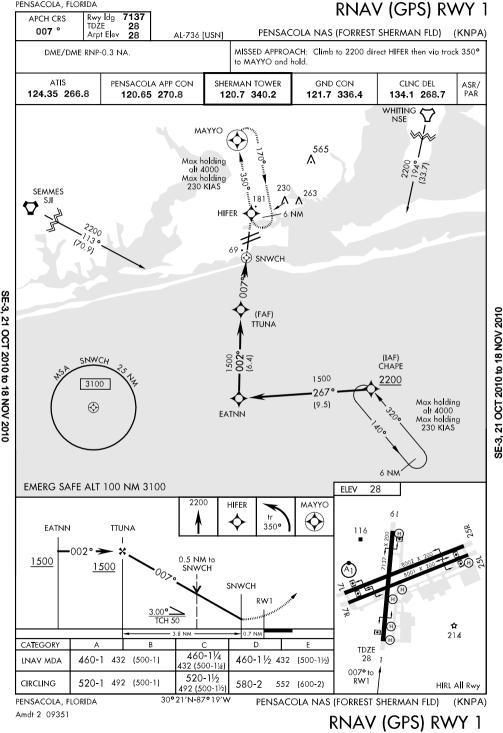
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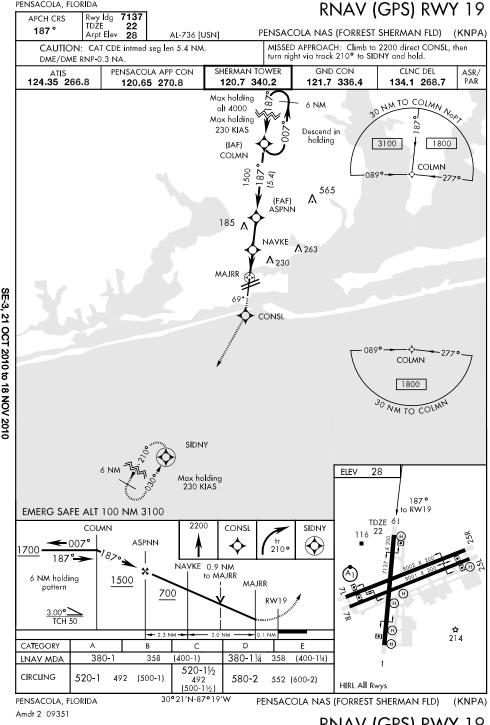
(KNPA)

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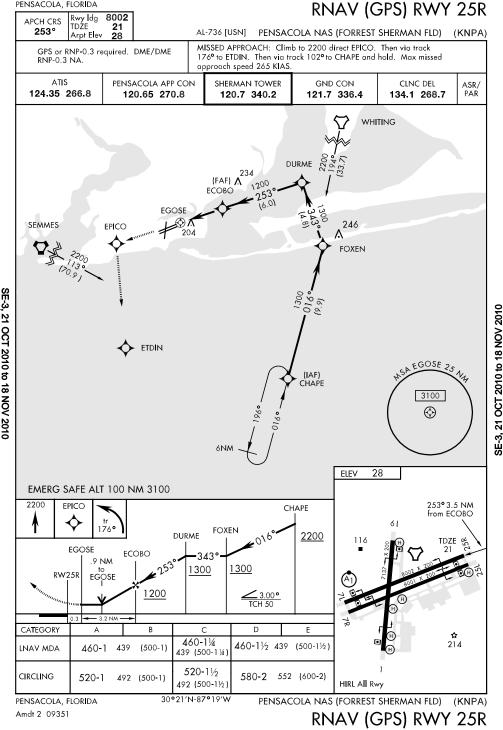


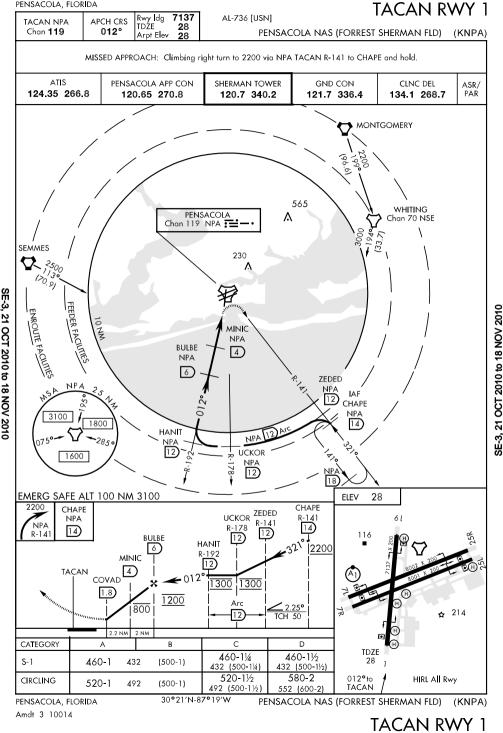


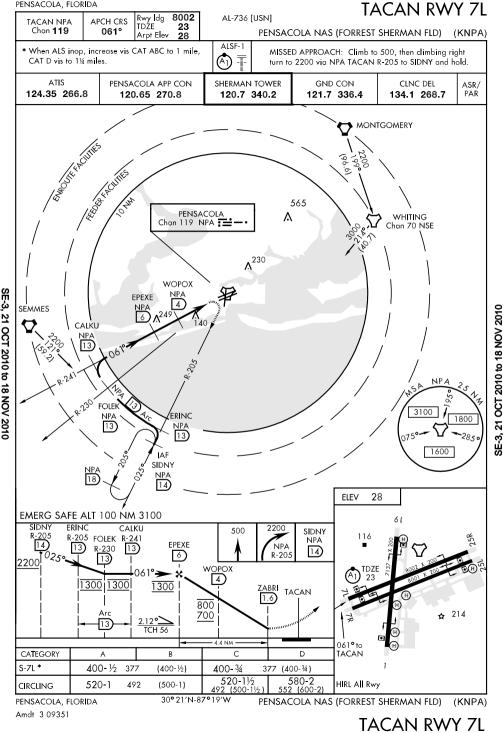


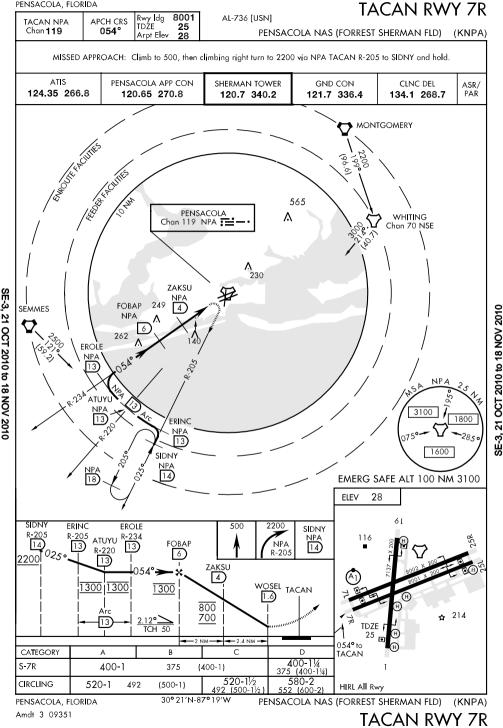


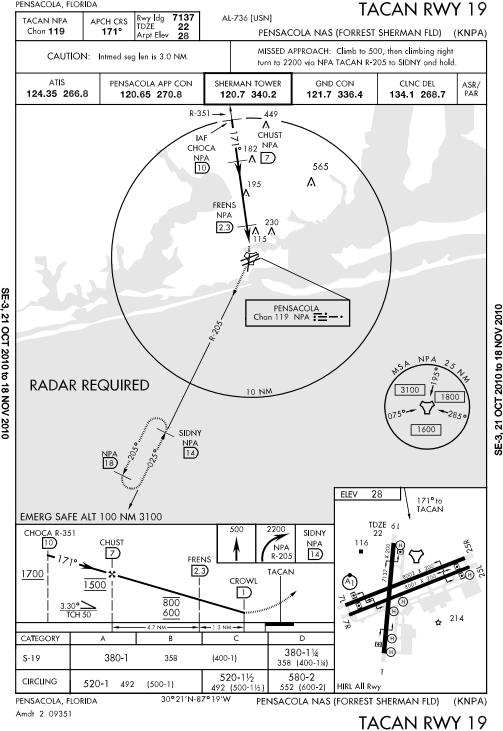
RNAV (GPS) RW

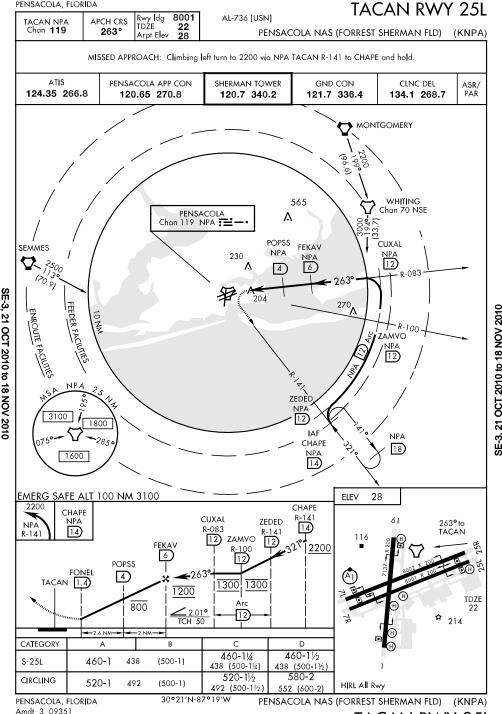






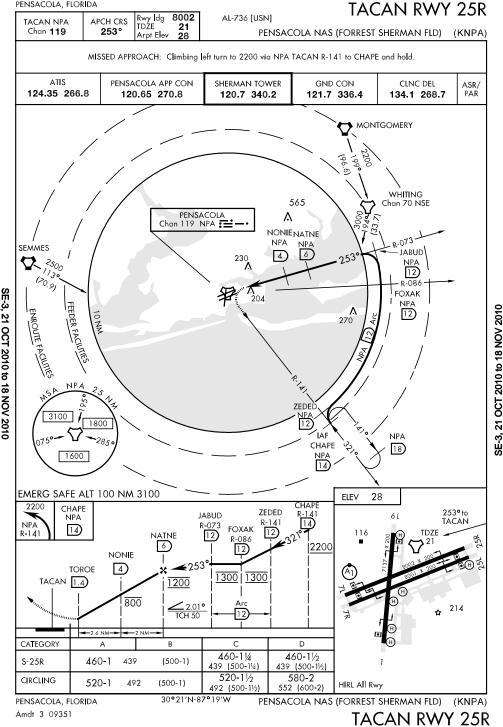


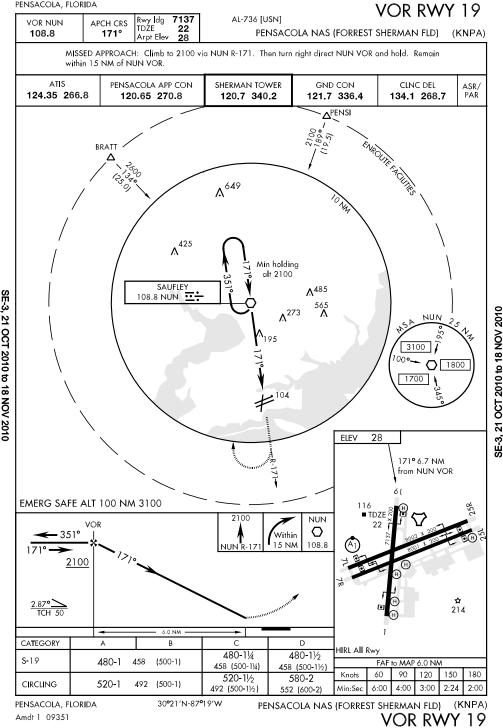


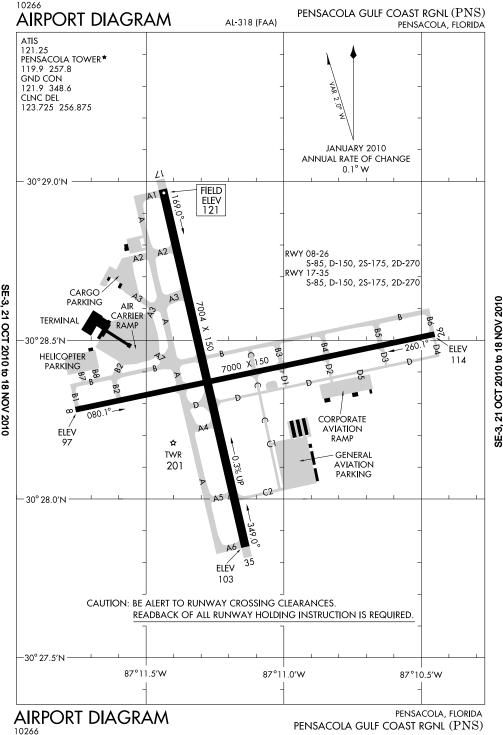


Amdt 3 09351

TACAN RWY 25L







120 **FLORIDA** 

## **PENSACOLA**

PENSACOLA GULF COAST RGNL (PNS) 3 NE UTC-6(-5DT) N30°28.41′ W87°11.20′ 121 B S4 FUEL 100. 100LL, JET A OX 1 TPA-1121(1000) LRA

**NEW ORLEANS** H-7E, 8G, L-21C, 22H

7000 X 150

IAP. AD

Class I. ARFF Index C. NOTAM FILE PNS RWY 17-35: H7004X150 (CONC-GRVD) S-85, D-150, 2S-175, 2D-270 HIRL CL 0.3% up N

RWY 17: MALSR, TDZL, PAPI(P4L)-GA 3.0° TCH 47', P-line.

RWY 35: REIL. PAPI(P4L)-GA 3.0° TCH 55'.

RWY 08-26: H7000X150 (ASPH) S-85, D-150, 2S-175, 2D-270

HIRL RWY 08: REIL. PAPI(P4L)-GA 3.0° TCH 50'. Pole.

RWY 26: REIL. PAPI(P4L)-GA 3.0° TCH 50'.

AIRPORT REMARKS: Attended continuously. Black hole illusion exist during Rwv 26 apch at night, Fixed wing VFR departures proceed

to arpt boundary before turning unless otherwise directed by ATC. Rwy 08 is preferred dep rwy. Turbojet powered acft with a maximum certified tkf weight over 75,000 lbs should execute the standard noise abatement departure profile for all departures in accordance with FAA AC 91-53. Helicopter ldg ctc

850-438-6056. Helicopter parking is located SW of air carrier ramp on the asph ramp. Large numbers of birds on and invof arpt. Rwv 08 has 5' radar reflector 1651' from thid, PPR 24 hrs for

unscheduled air carrier ops with more than 30 passenger seats or for unscheduled acft greater than 65,000 lbs gross weight call 850-436-5000. Run-up pad for piston acft located on twy D between twy D1 and twy C. Face nose of acft south, All other acft run-up info, ctc ops at 850-436-5000. Twy C south of Rwy 08-26, Twy C1, Twy C2, Twy D east of Rwy 17-35, Twy D1, Twy D2, Twy

08. Rwv 26 and Rwv 35 on continuously, Flight Notification Service (ADCUS) avbl. WEATHER DATA SOURCES: ASOS (850) 436-4799, LAWRS, LLWAS, Unmonitored 0500-11307±. COMMUNICATIONS: CTAF 119 9 ATIS 121 25 **IINICOM** 122 95

RCO 122.6 122.2 (GAINESVILLE RADIO)

R APP/DEP CON 120.05 (160°-250°) 119.0 (340°-159°) 118.6 (251°-339°)

TOWER 119.9 (1130-0500Z‡) GND CON 121.9 CLNC DEL 123.725 AIRSPACE: CLASS C 1130-0500Z‡, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

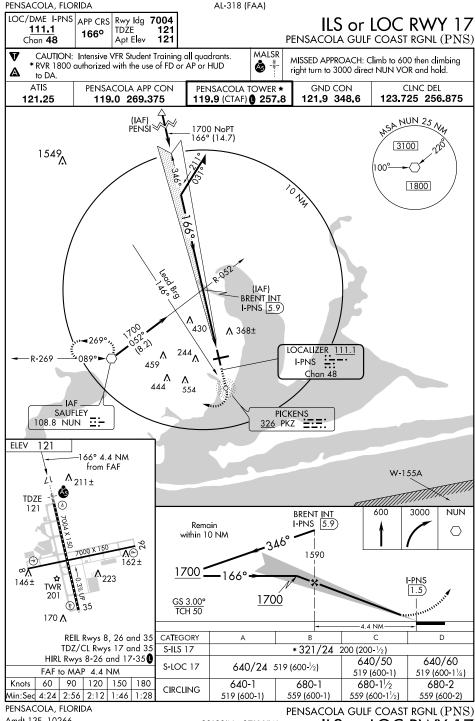
CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57′ W86°40.75′ 228° 33.7 NM to fld. 255/03E.

HIWAS. SAUFLEY (L) VOR 108.8 NUN N30°28.33′ W87°20.15′ 088° 7.7 NM to fld. NOTAM FILE PNS.

D3, Twy D4 and Twy D5 are only 35' wide and are clsd to acft with a wingspan larger than 79'. Rwy 35 RVR touchdown, When twr clsd, ACTIVATE HIRL Rwv 17-35 and HIRL Rwv 08-26, MALSR Rwv 17-CTAF, PAPI Rwv

PICKENS NDB (MHW) 326 PK7 N30°26 22' W87°10 70' 348° 2 2 NM to fld NOTAM FILE PNS ILS/DME 111.1 I-PNS Chan 48 Rwy 17. Class IA. ILS unmonitored during hrs twr is clsd.

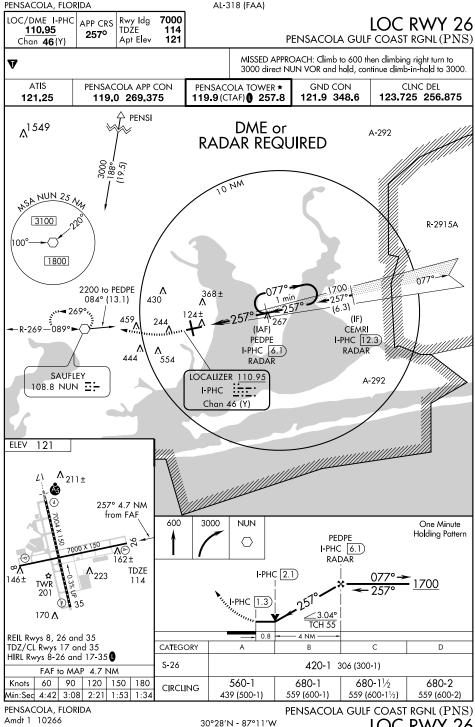
ILS/DME 110.95 I-PHC Chan 46(Y) Rwy 26.

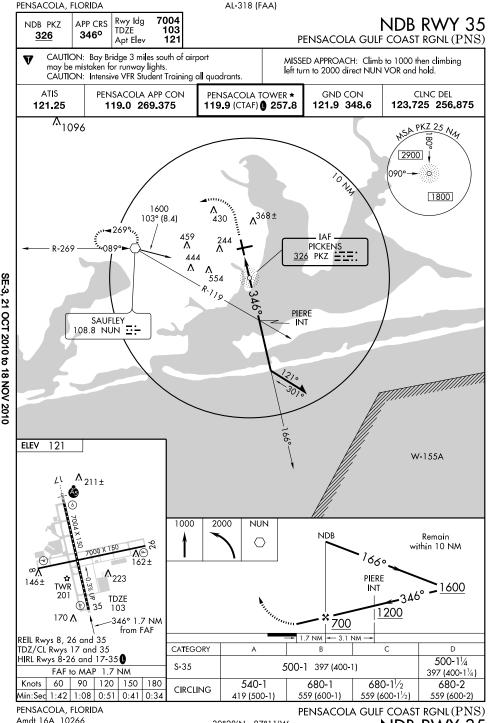


Amdt 13F 10266

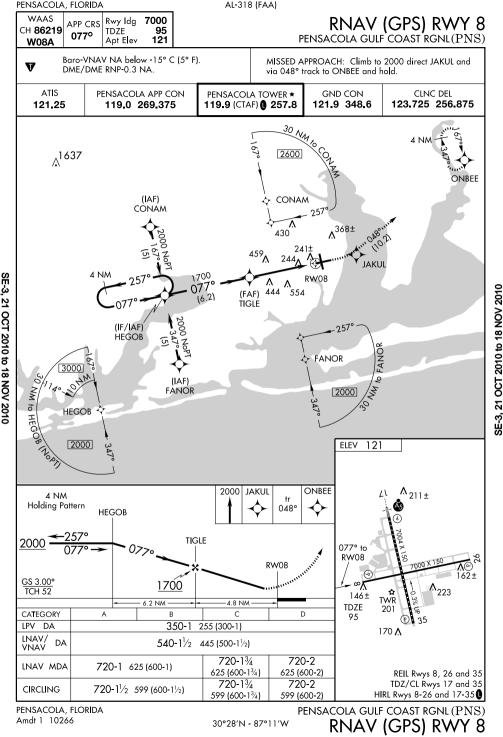
SE-3, 21 OCT 2010 to 18 NOV 2010

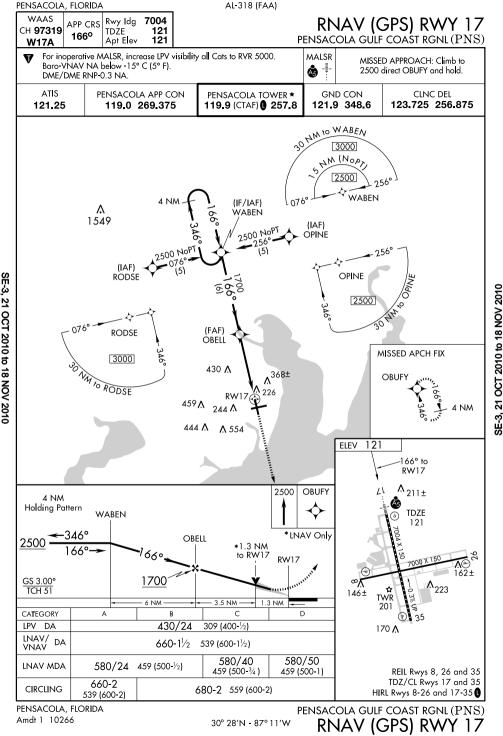
ILS or LOC **RWY** 

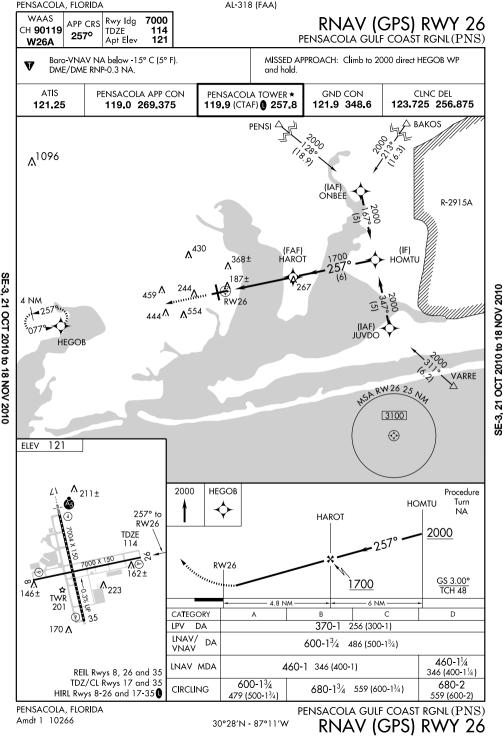


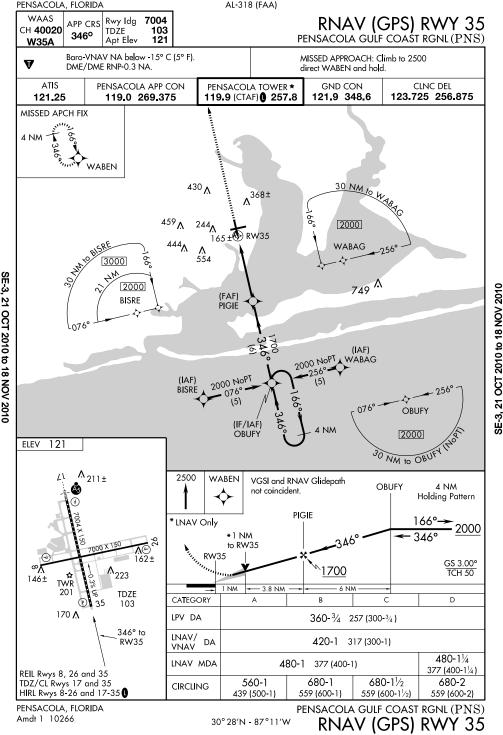


Amdt 16A 10266









30° 28′N - 87° 11′W

**FLORIDA** 122

PERRY-FOLEY (4ØJ) 3 S UTC-5(-4DT) N30°04.16′ W83°34.84′ JACKSONVILLE FUEL 100LL, JET A NOTAM FILE GNV L-21D, 22J RWY 18-36: H4986X100 (ASPH) S-30 MIRI IAP RWY 18: PAPI(P2L)-GA 4.0°. Trees. RWY 36: PAPI(P2L)-GA 4.0°. Trees. RWY 12-30: H4754X100 (ASPH) 33  $\alpha_{\alpha}$ RWY 12: REIL. PAPI(P2L)—GA 4.0°. Trees. RWY 30: PAPI(P2L)—GA 4.0°. Trees. ख ख<sup>के</sup> ख RWY 06-24: H4378X150 (ASPH) S-30 Ø RWY 06: Tree. RWY 24: Trees. ß AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z‡, Sat-Sun €3 4986 X 100 €3 1400-1800Z<sup>±</sup>. Fuels 24 hr self svc with credit card. Centerline reflectors Rwy 18-36. ACTIVATE MIRL Rwy 12-30, Rwy 18-36, Ø and REIL Rwy 12-CTAF, PAPIs Rwy 12, Rwy 30, Rwy 18 and Rwy 1318 + 13 a a a a a a Œ 36 opr continuously. €3 WEATHER DATA SOURCES: AWOS-1 118.375 (850) 838-3526. OTS indef. COMMUNICATIONS: CTAF/UNICOM 122.8 00 RCO 122.45 (GAINESVILLE RADIO)

(R) JAX CENTER APP/DEP CON 127.8 RADIO AIDS TO NAVIGATION: NOTAM FILE GNV 03 03 GREENVILLE (L) VORTAC 109.0 GEF Chan 27 N30°33.08' W83°46.99' 159° 30.7 NM to fld. 220/01E. PFTFR O KNIGHT (See TAMPA)

PETER PRINCE FLD (See MILTON)

PICKENS N30°26.22′ W87°10.70′ NOTAM FILE PNS.

(See BROOKSVILLE)

(2J8) 1 N

NDB (HW/LOM) 388 AM

63 NOTAM FILE PIE RWY 05-23: 2600X200 (TURF) RWY 05: Pole

NDB (MHW) 242 PJN

COMMUNICATIONS: CTAF 122.9

PLANTATION N26°07.94′ W80°13.13′

PIERSON MUNI

PILOT COUNTRY

NDB (MHW) 326 PKZ 348° 2.2 NM to Pensacola Rgnl.

NOTAM FILE TPA

AIRPORT REMARKS: Unattended, Center of rwy in fair condition, remainder in poor condition.

NOTAM FILE FLL

138° 5.1 NM to Fort Lauderdale-Hollywood Intl.

PICNY N27°51.68′ W82°32.76′ 008° 6.9 NM to Tampa Intl.

RWY 23: Trees. Rgt tfc.

UTC-5(-4DT) N29°15.00′ W81°27.55′

NEW ORLEANS L-21C, 22H H-8H, L-21D, 24F

MIAMI IACKSONVILLE

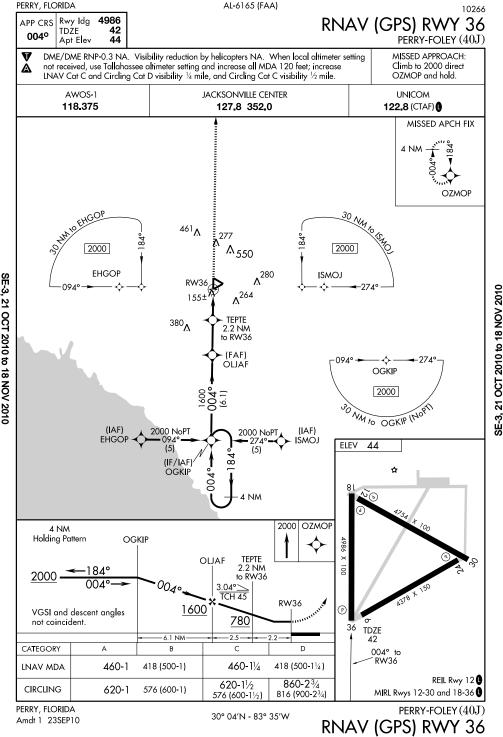
MIAMI

H-8I, L-23C, A

€3

TDZE 2.2 NM 2000 to RW18 43 4986 **RW18** GS 3.20° TCH 60 × 1700 \*840 8 -2.2-- 2.5 -6.1 NM CATEGORY В D LPV DA 356-1 NA 313 (400-1) 36 LNAV/ DA 977-3 934 (1000-3) NA VNAV 660-2 660-13/4 LNAV MDA 660-1 617 (700-1) 617 (700-1) 617 (700-134) REIL Rwy 12 0 660-13/4 860-23/4 CIRCLING 660-1 616 (700-1) MIRL Rwys 12-30 and 18-36 816 (900-23/4) 616 (700-134) PERRY, FLORIDA PERRY-FOLEY (40J) RNAV (GPS) RW 30° 04'N - 83° 35'W

Amdt 1 23SEP10



€3

**IACKSONVILLE** 

L-21D, 24F

### FLORIDA

N28°00.01' W82°09.80'

at fld. NOTAM

UTC-5(-4DT) 153 B S4 FUEL 100, JET A TPA-953(800) NOTAM FILE PCM S-20 RWY 10-28: H3948X75 (ASPH) MIRL (NSTD) 0.3% un W

RWY 10: REIL. PAPI (P2L)-GA 3.0° TCH 22'. Thid dspicd 198'.

Road

RWY 28: REIL. PAPI (P2L)-GA 3.0° TCH 24'. Trees.

AIRPORT REMARKS: Attended 1200-0000Z‡. Rwy 10-28 NSTD MIRL,

first 200' of Rwy 10 to dsplcd thid unlighted. ACTIVATE MIRL Rwy 10-28, and PAPI Rwys 10 and 28 and REIL Rwys 10 and

28-CTAF. WEATHER DATA SOURCES: AWOS-3 120.025 (813) 764-8259. COMMUNICATIONS: CTAF/UNICOM 123.05

(R) TAMPA APP/DEP CON 120.65 119.9

GCO 121.725 (Tampa clearance delivery, for PCM.) RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.

LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17'

W82°00.83' 275° 8 NM to fld. 135/01E. NDB (MHW) 346 PCM N28°00.15' W82°09.40'

PLANT CITY

(PCM)

2 SW

FILE PIE.

POMPANO BEACH AIRPARK (PMP) 1 NE UTC-5(-4DT)

S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks RWY 15-33: H4418X150 (ASPH) S-30 MIRL RWY 15: ODALS. PAPI(P4L)-GA 3.50° TCH 46'. Trees. RWY 33: REIL. PAPI(P4L)—GA 3.50° TCH 48'. Trees.

RWY 06-24: H4001X150 (ASPH) S-20 RWY 06: REIL. PAPI(P2L)—GA 3.75° TCH 42'. Trees. RWY 24: REIL. PAPI(P2L)—GA 3.50° TCH 49'. Trees.

RWY 10-28: H3502X100 (ASPH) S-26 RWY 10: REIL. PAPI(P2L)-GA 3.50° TCH 41'. Pole. RWY 28: REIL. PAPI(P2L)—GA 3.50° TCH 45'. Trees.

LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVBL RWY 10 15 - 33

3000 **RWY 15** 10-28 3800 AIRPORT REMARKS: Attended 1300-0100Z‡. Numerous birds on and invof arpt. Acft with gross weight more than 30,000 pounds prohibited on Rwy 15-33. Rwy 06-24 and Rwy 10-28 limited to

ctc arpt manager for helicopter and fixed wing operating procedures-954-786-4135. When twr clsd MIRL Rwy 15-33 and rwy most aligned with wind preset med ints only. WEATHER DATA SOURCES: ASOS (954) 783-3720. LAWRS.

UNICOM 122.95

LOC only.

miles North of arpt. No touch and go Idgs. Rwy 18 dsplcd thid marked with 3 PVC pipes painted white placed

(R) MIAMI APP/DEP CON 119.7 (Usable 4000' and blo) GND CON 121.9 TOWER 125.4 (1300-0100Z‡) AIRSPACE: CLASS D svc 1300-0100Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FLL.

FT. LAUDERDALE (H) VORW/DME 114.4 FLL Chan 91 N26°04.49' W80°09.15'

ILS/DME 109.75 I-PMP Chan 34(Y) Rwy 15.

## PORT ST JOE

perpendicular to centerline. COMMUNICATIONS: CTAF 122 9

COMMUNICATIONS: CTAF 125.4 ATIS 120.55

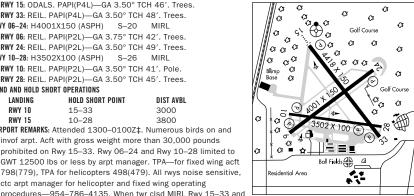
RWY 18-36: 4230X65 (TURF)

COSTIN (A51) 2 S UTC-5(-4DT) N29°45.51′ W85°17.35′ NOTAM FILE GNV

RWY 18: Thid dspicd 660'. Tree. RWY 36: Thid dspicd 1000'. Tree. AIRPORT REMARKS: Unattended. Ldg fee. Rwy 18-36 south 1000' rough, soft and sandy. 550' radio twr located 1.5

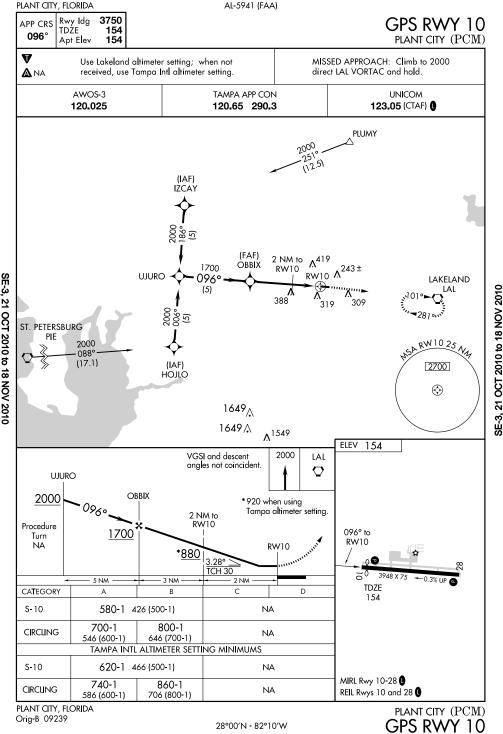
N26°14.83′ W80°06.66′ MIAMI NOTAM FILE PMP L-23C. A IAP, AD **(3** 63 æ €3 Golf Course

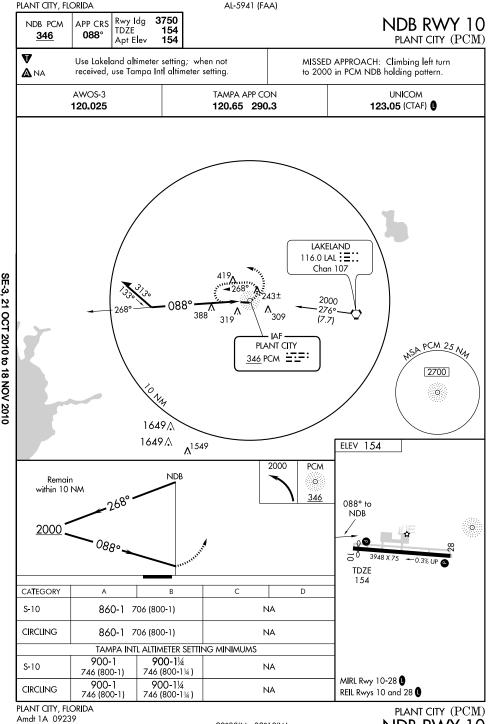
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NEW ORLEANS

012° 10.6 NM to fld. 10/00E.





VORTAC LAL 3948 Rwy Idg VOR RWY 28 APP CRS 116.0 154 TDŹE 275° Apt Elev PLANT CITY (PCM) 154 Chan 107 V Use Lakeland altimeter setting, when not received, MISSED APPROACH: Climbing right turn use Tampa Intl altimeter setting and increase all to 2000 direct LAL VORTAC and hold. **A** NA MDAs 60 feet. AWOS-3 TAMPA APP CON **UNICOM** 120.025 120.65 290.3 123.05 (CTAF) ( IAF. LAKELAND 116.0 LAL : ■ ... Chan 107 ۸ <sub>243 ±</sub> NoPT for arrival on LAL 388 VORTAC airway radial 080. SE-3, 21 OCT 2010 to 18 NOV 2010 309 R-095 LAL 4 1 min 0950 SA LAL 25 M 2700 <sup>1649</sup>∧ 1649∧ ۸<sup>1549</sup> **ELEV** 154 2000 LAL  $\Diamond$ One Minute **VORTAC** Holding Pattern 116.0 2000 **TDZE** 154 800\* 28 \*860 when using Tampa Intlatimeter setting. -3.7 NM 4 NM С 275° 7.8 NM CATEGORY D from FAF 800-1 S-28 646 (700-1) NA CIRCLING 800-1 646 (700-1) NA MIRL Rwy 10-28 1 DME MINIMUMS REIL Rwys 10 and 28 S-28 600-1 446 (500-1) NA FAF to MAP 7.7 NM Knots 60 90 120 150 180 700-1 800-1 CIRCLING NA 646 (700-1) Min:Sec 7:42 5:08 3:51 3:05 2:34 546 (600-1) PLANT CITY, FLORIDA PLANT CITY (PCM)

AL-5941 (FAA)

PLANT CITY, FLORIDA

66 **FLORIDA** 

AIRPORT MANATEE (See PALMETTO) ALBERT WHITTED (See ST PETERSBURG) APAI ACHICOI A **NEW ORLEANS** 

H-8G, L-21D, 22I

NEW ORLEANS

IACKSONVILLE

L-21D. 24F

L-21D, 22I

IAP

APALACHICOLA RGNL (AAF) 2 W UTC-5(-4DT) N29°43.66′ W85°01.65′

(See MAYPORT NS)

20 B S4 FUEL 100LL. JET A NOTAM FILE AAF

RWY 06-24: H5271X150 (CONC) MIRL RWY 06: PAPI(P2L)—GA 3.0° TCH 40', Thid dsplcd 217', Fence.

RWY 24: PAPI(P2L)-GA 3.0° TCH 40'. Trees.

RWY 13-31: H5251X150 (CONC) MIRL

(See CLEWISTON)

RWY 13: PAPI(P2L)—GA 3.0° TCH 40'. Trees. RWY 31: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 18-36: H5251X150 (CONC) RWY 18: Trees. RWY 36: Thid dsplcd 502'.

AIRPORT REMARKS: Attended 1200-0000Z‡. ACTIVATE MIRL Rwys 06-24 and 13-31-CTAF.

ADM DAVID L MCDONALD FLD

**AIRGLADES** 

WEATHER DATA SOURCES: ASOS 119.925 (850) 653-8271. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) TYNDALL APP/DEP CON 124.15 (South abv 5000') 125.2 (North abv 5000') (Mon-Fri 1200-0400Z‡, Sat-Sun 1500-2300Z‡). Clsd holidays and weekends associated with holidays, other times ctc.

JAX CENTER APP/DEP CON 119.1

RADIO AIDS TO NAVIGATION: NOTAM FILE TILE

SEMINOLE (H) VORTAC 117.5 SZW Chan 122 N30°33.37′ W84°22.44′ 213° 60.1 NM to fld. 180/02E.

NDB (MHW) 349 AAF N29°43.40′ W85°01.68′ at fld. NOTAM FILE GNV.

ST GEORGE ISLAND (F47) 8 SE UTC-5(-4DT) N29°38.68′ W84°54.94′ 3 NOTAM FILE GNV

RWY 14-32: H3339X65 (ASPH)

RWY 32. Trees AIRPORT REMARKS: Unattended. Large birds on and invof rwy. Trees 80-120' east of Rwy centerline on first half of

Rwy 32. 3' fence in primary surface 105' west of a first 300' of Rwy 32. Ldg fee. **COMMUNICATIONS: CTAF 122.9** 

RADIO AIDS TO NAVIGATION: NOTAM FILE PEN.

and Rwy 33-CTAF.

PANAMA CITY (L) VORTAC 114.3 PFN Chan 90 N30°12.98′ W85°40.86′ 130° 52.6 NM to fld. 10/0W.

## **APOPKA**

ORLANDO APOPKA (XØ4) 4 NW UTC-5(-4DT) N28°42.45′ W81°34.92′ 143 B FUEL 100LL, JET A TPA-943(800) NOTAM FILE PIE

RWY 15-33: H3987X60 (ASPH) LIRL

RWY 15: PAPI(P2L)-GA 3.5° TCH 10'. Thid dsplcd 943'. Berm. Rgt tfc.

RWY 33: PAPI(P2L)—GA 3.0° TCH 25'. Trees.

AIRPORT REMARKS: Attended Apr-Sep 1300-2300Z‡, Oct-Mar 1300-2200Z‡. Ctc UNICOM or 407-886-7663 for safety briefing. Steep drop off 63' from Southeast end and 55 ft off West edge of rwy. Rwy 15 dsplcd thids not lighted. PAPI Rwy 15 and Rwy 33 on continuously during dalgt. After SS, ACTIVATE LIRL Rwy 15-33, PAPI Rwy 15

COMMUNICATIONS: CTAF/UNICOM 123.05 RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.

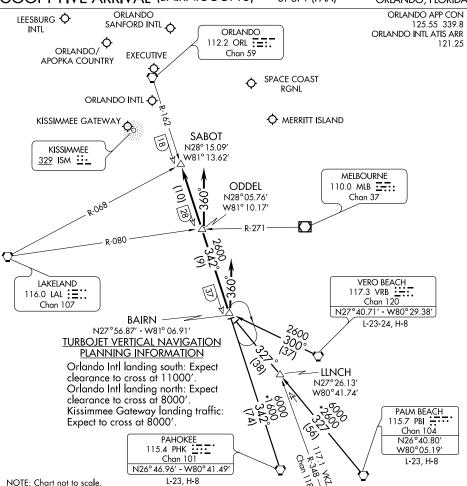
ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ 307° 16.3 NM to fld. 102/00E. **2AWIH** 

# COSTR TWO ARRIVAL (RNAV) (COSTR.COSTR2) 09239

21 OCT 2010 to 18 NOV 2010

ORLANDO, FLORIDA
ORLANDO INTL

NOTE: Chart not to scale.



PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT.

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN

INT. Thence. . . .

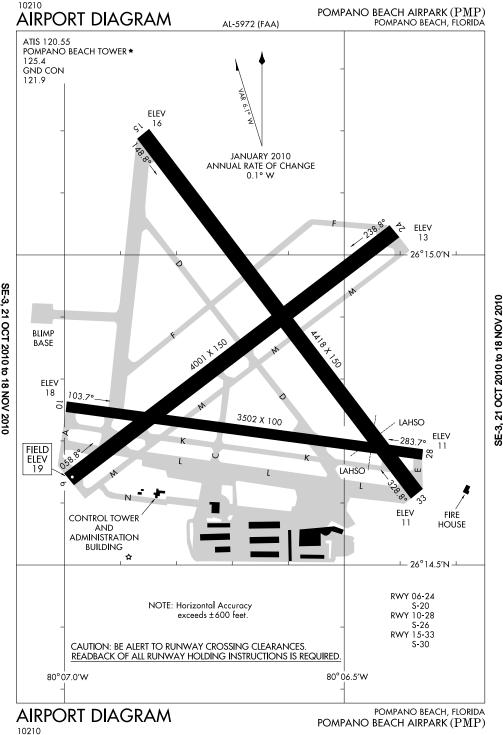
#### **ORLANDO INTL:**

.... RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . . RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . . From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . . From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.



€3

**IACKSONVILLE** 

L-21D, 24F

### FLORIDA

N28°00.01' W82°09.80'

at fld. NOTAM

UTC-5(-4DT) 153 B S4 FUEL 100, JET A TPA-953(800) NOTAM FILE PCM S-20 RWY 10-28: H3948X75 (ASPH) MIRL (NSTD) 0.3% un W

RWY 10: REIL. PAPI (P2L)-GA 3.0° TCH 22'. Thid dspicd 198'.

Road

RWY 28: REIL. PAPI (P2L)-GA 3.0° TCH 24'. Trees.

AIRPORT REMARKS: Attended 1200-0000Z‡. Rwy 10-28 NSTD MIRL,

first 200' of Rwy 10 to dsplcd thid unlighted. ACTIVATE MIRL Rwy 10-28, and PAPI Rwys 10 and 28 and REIL Rwys 10 and

28-CTAF. WEATHER DATA SOURCES: AWOS-3 120.025 (813) 764-8259. COMMUNICATIONS: CTAF/UNICOM 123.05

(R) TAMPA APP/DEP CON 120.65 119.9

GCO 121.725 (Tampa clearance delivery, for PCM.) RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.

LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17'

W82°00.83' 275° 8 NM to fld. 135/01E. NDB (MHW) 346 PCM N28°00.15' W82°09.40'

PLANT CITY

(PCM)

2 SW

FILE PIE.

POMPANO BEACH AIRPARK (PMP) 1 NE UTC-5(-4DT)

S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks RWY 15-33: H4418X150 (ASPH) S-30 MIRL RWY 15: ODALS. PAPI(P4L)-GA 3.50° TCH 46'. Trees. RWY 33: REIL. PAPI(P4L)—GA 3.50° TCH 48'. Trees.

RWY 06-24: H4001X150 (ASPH) S-20 RWY 06: REIL. PAPI(P2L)—GA 3.75° TCH 42'. Trees. RWY 24: REIL. PAPI(P2L)—GA 3.50° TCH 49'. Trees.

RWY 10-28: H3502X100 (ASPH) S-26 RWY 10: REIL. PAPI(P2L)-GA 3.50° TCH 41'. Pole. RWY 28: REIL. PAPI(P2L)—GA 3.50° TCH 45'. Trees.

LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVBL RWY 10 15 - 33

3000 **RWY 15** 10-28 3800 AIRPORT REMARKS: Attended 1300-0100Z‡. Numerous birds on and invof arpt. Acft with gross weight more than 30,000 pounds prohibited on Rwy 15-33. Rwy 06-24 and Rwy 10-28 limited to

ctc arpt manager for helicopter and fixed wing operating procedures-954-786-4135. When twr clsd MIRL Rwy 15-33 and rwy most aligned with wind preset med ints only. WEATHER DATA SOURCES: ASOS (954) 783-3720. LAWRS.

UNICOM 122.95

LOC only.

miles North of arpt. No touch and go Idgs. Rwy 18 dsplcd thid marked with 3 PVC pipes painted white placed

(R) MIAMI APP/DEP CON 119.7 (Usable 4000' and blo) GND CON 121.9 TOWER 125.4 (1300-0100Z‡) AIRSPACE: CLASS D svc 1300-0100Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FLL.

FT. LAUDERDALE (H) VORW/DME 114.4 FLL Chan 91 N26°04.49' W80°09.15'

ILS/DME 109.75 I-PMP Chan 34(Y) Rwy 15.

## PORT ST JOE

perpendicular to centerline. COMMUNICATIONS: CTAF 122 9

COMMUNICATIONS: CTAF 125.4 ATIS 120.55

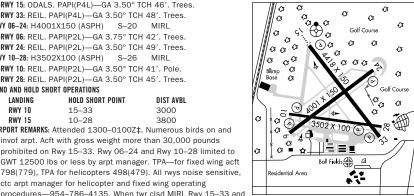
RWY 18-36: 4230X65 (TURF)

COSTIN (A51) 2 S UTC-5(-4DT) N29°45.51′ W85°17.35′ NOTAM FILE GNV

RWY 18: Thid dspicd 660'. Tree. RWY 36: Thid dspicd 1000'. Tree. AIRPORT REMARKS: Unattended. Ldg fee. Rwy 18-36 south 1000' rough, soft and sandy. 550' radio twr located 1.5

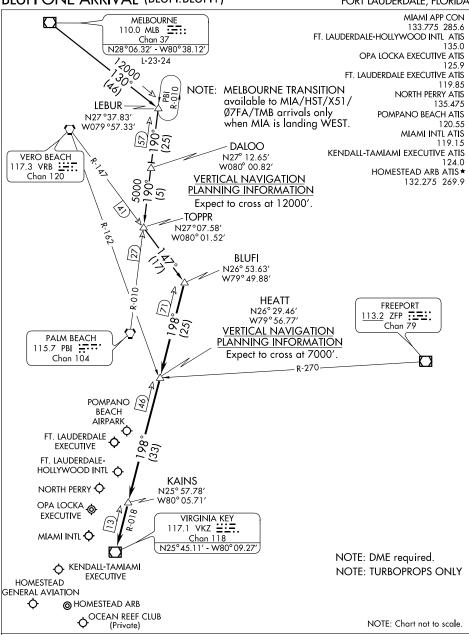
N26°14.83′ W80°06.66′ MIAMI NOTAM FILE PMP L-23C. A IAP, AD **(3** 63 æ €3 Golf Course

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NEW ORLEANS

012° 10.6 NM to fld. 10/00E.



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

NOTE: For non-GPS equipped aircraft, EYW

NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be

operational.

transition: PHK DME must be operational.

CURSO TWO ARRIVAL (RNAV) (Transition Routes) (CURSO.CURSO2) 10098

21 OCT 2010 to 18 NOV 2010

CURSO TWO ARRIVAL (RNAV)

#### ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JOPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

<u>Landing KFXE</u>: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

<u>Landing KFLL</u>: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

<u>Landing KHWO:</u> From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

<u>Landing KOPF:</u> From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

<u>Landing KTMB</u>: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

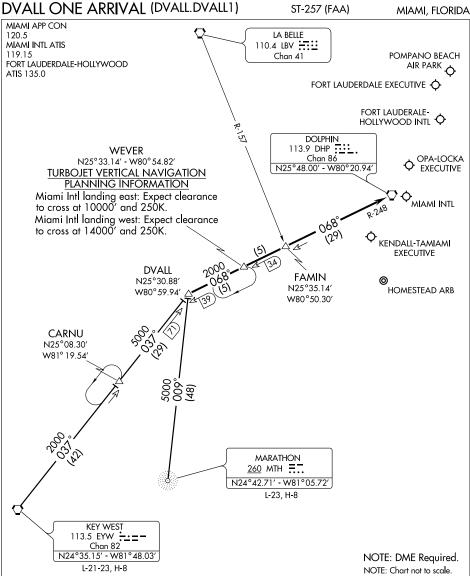
Landing K07FA: From over MNNDY via 123° track to K07FA.

<u>Landing KHST:</u> From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

#### LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.

KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

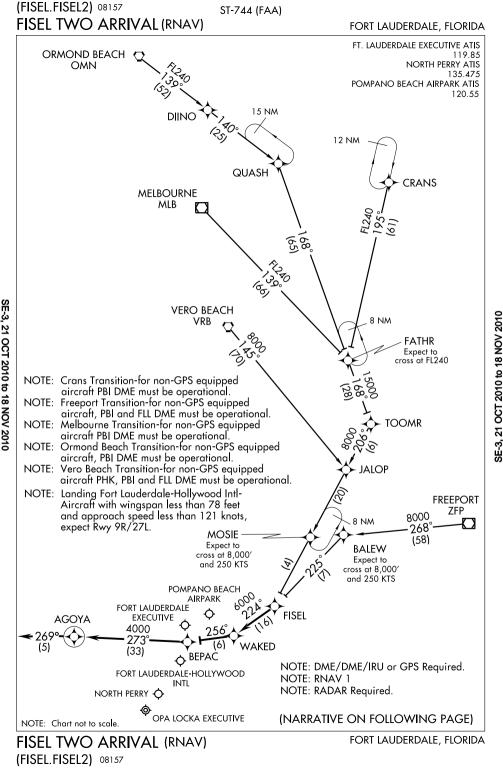


KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037

to DVALL INT. Thence. . . . MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to

. . . . From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

DVALL INT. Thence. . .



(FISEL.FISEL2) 06271 ST-744 (FAA) FISEL TWO ARRIVAL (RNAV) FORT LAUDERDALE, FLORIDA

## ARRIVAL ROUTE DESCRIPTION

CRANS TRANSITION (CRANS.FISEL2): FREEPORT TRANSITION (ZFP.FISEL2):

MELBOURNE TRANSITION (MLB.FISEL2):

ORMOND BEACH TRANSITION (OMN.FISEL2): VERO BEACH TRANSITION (VRB.FISEL2):

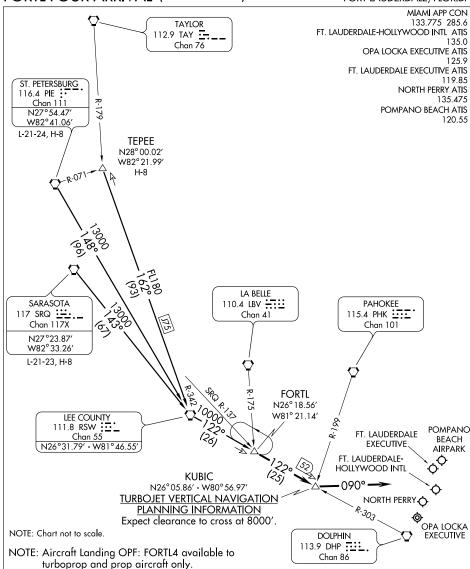
From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3, 21 OCT 2010 to 18 NOV 2010



ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

.From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

## FT LAUDERDALE ONE DEPARTURE



#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6, 24, 28, 33: Climb on assigned heading. Thence...

TAKE-OFF RUNWAY 10, 15: Climb on assigned heading to 500 before turning. Thence...

... Maintain 2000 or assigned higher altitude and expect radar vectors to appropriate transition.

Expect further clearance to filed altitude ten minutes after departure.

ARKES TRANSITION (FLL1.ARKES): Intercept VKZ VOR/DME R-348 to ARKES INT. Then as filed.

BEECH TRANSITION (FLL1.BEECH): From FLL VOR/DME via R-098 to BEECH INT. Then as filed.

MNATE TRANSITION (FLL1.MNATE): From over DHP VORTAC via R-195 to MNATE DME fix. Then as filed.

SE-3,

21 OCT 2010 to 18 NOV 2010

PREDA TRANSITION (FLL1.PREDA): From over DHP VORTAC via R-057 to PREDA INT. Then as filed. If filed via BR70V, expect radar vector to filed route after PREDA. If radio contact is not established by PREDA, turn right heading 120° and join filed route.

THNDR TRANSITION (FLL1.THNDR): From over DHP VORTAC via DHP R-335 to THNDR INT. Then as filed.

ZAPPA TRANSITION (FLL1.ZAPPA): Intercept DHP VORTAC R-057 to ZAPPA. Then as filed.

#### TAKE-OFF OBSTACLES

NOTE: Rwy 6: Multiple trees beginning 102' from DER, 233' right of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 298' from DER, 26' left of centerline, up to 79' AGL/88' MSL.

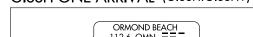
NOTE: Rwy 10: OL pole 154' from DER, 132' left of centerline, 7' AGL/ 18' MSL. Multiple trees beginning 427' from DER, 12' left of centerline, up to 48' AGL/62' MSL. Pole 670' from DER, 23' left of centerline, 22' AGL/ 33' MSL. Multiple trees beginning 711' from DER, 67' right of centerline, up to 49' AGL/63' MSL. Building 760' from DER, 343' right of centerline, 29' AGL/40' MSL. Rod on Lt pole, 891' from DER, 733' right of centerline, 41' AGL/52' MSL. Multiple light poles beginning 1264' from DER, 417' right of centerline, up to 50' AGL/59' MSL. Multiple light poles beginning 1340' from DER, 194' left of centerline, up to 50' AGL/59' MSL. Multiple flag poles beginning 1447' from DER, 167' left of centerline, up to 50' AGL/59' MSL. Building 1648' from DER, 418' right of centerline, 43' AGL/52' MSL. Antenna on building 2404' from DER, 287' right of centerline, 63' AGL/72' MSL. Antenna on building 5670' from DER, 604' right of centerline, 181' AGL/190' MSL. Multiple buildings 1.0 NM from DER, 888' left of centerline, 201' AGL/210' MSL.

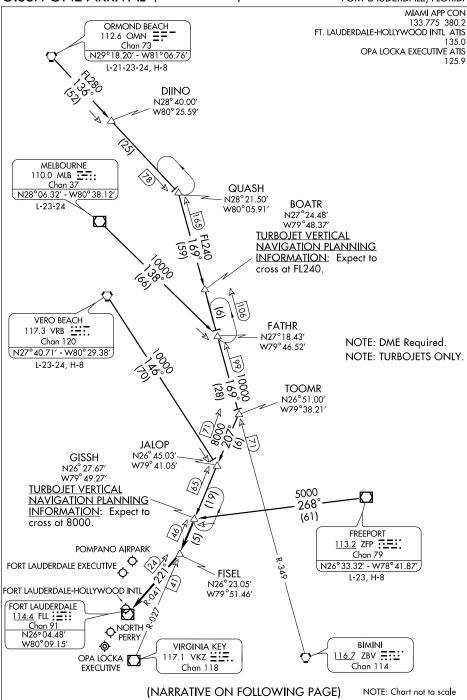
NOTE: Rwy 15: Building 503' from DER, 569' left of centerline, 41' AGL/52' MSL. Multiple trees beginning 523' from DER, 152' left of centerline, up to 53' AGL/62' MSL. Multiple trees beginning 749' from DER, 190' right of centerline, up to 48' AGL/57' MSL. Rod on Lt pole 871' from DER, 387' left of centerline, 41' AGL/52' MSL. Light pole 1006' from DER, 453' left of centerline, 42' AGL/51' MSL. Buildings 1.1 NM from DER, 1259' left of centerline, 300' AGL/310' MSL. Antenna on building 1.1 NM from DER, 1131' left of centerline, 277' AGL/282' MSL. Building 1.7 NM from DER, 1385' right of centerline, 255' AGL/265' MSL.

NOTE: Rwy 24: Multiple trees beginning 191' from DER, 24' right of centerline, up to 54' AGL/73' MSL. Multiple trees 423' from DER, 3' left of centerline, up to 91' AGL/110' MSL. Tank 630' from DER, 600' right of centerline, 61' AGL/80' MSL. Rod on building 724' from DER, 418' right of centerline, 41' AGL/60' MSL. OL on Lt pole 916' from DER, 66' right of centerline, 30' AGL/49' MSL. Rod OL tank 968' from DER, 712' right of centerline, 54' AGL/73' MSL.

NOTE: Rwy 28: Multiple trees beginning 358' from DER, 140' left of centerline, up to 35' AGL/54' MSL. Lt pole 722' from DER, 389' left of centerline, 28' AGL/47' MSL. Rod on building 777' from DER, 429' left of centerline, 41' AGL/ 60' MSL. Rod on building 869' from DER, 454' left of centerline, 42' AGL/61' MSL. Multiple trees 1001' from DER, 238' right of centerline, up to 43' AGL/62' MSL. Tank 1177' from DER, 422' left of centerline, 45' AGL/64' MSL. Pole 1781' from DER, 33' left of centerline, 45' AGL/64' MSL. Tower 2650' DER, 1134' right of centerline, 190' AGL/207' MSL.

NOTE: Rwy 33: Multiple trees beginning 136' from DER, 157' left of centerline, up to 59' AGL/ 78' MSL. Antenna on building 529' from DER, 399' left of centerline, 18' AGL/ 34' MSL. Multiple trees 702' from DER, 458' right of centerline, up to 37' AGL/56' MSL.





#### ARRIVAL DESCRIPTION

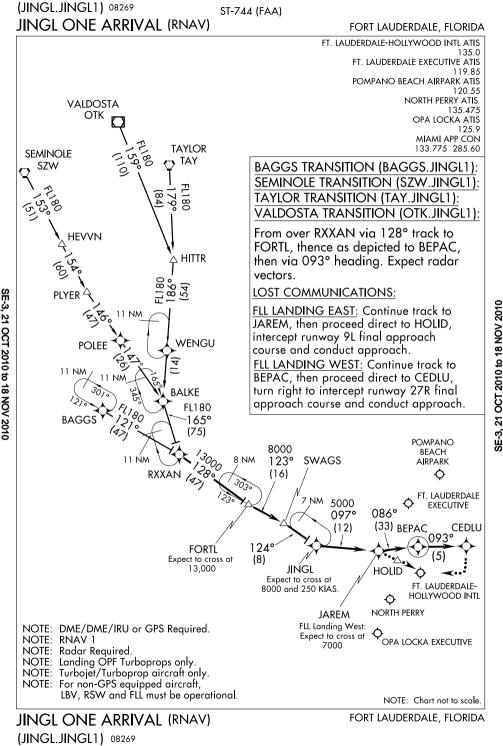
FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . . From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

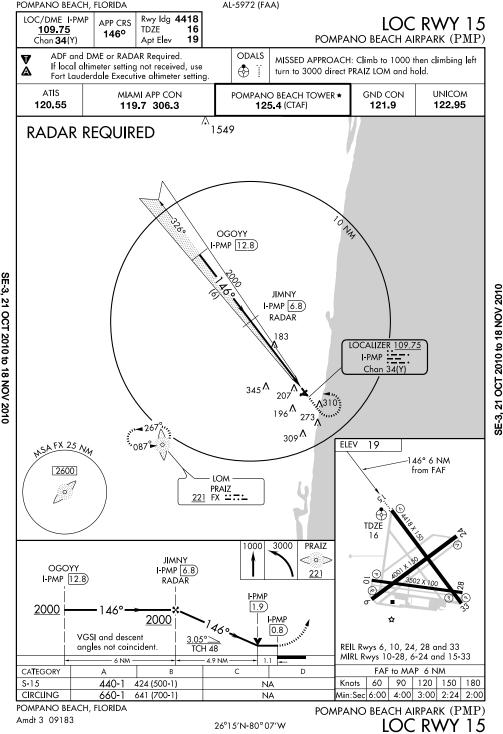


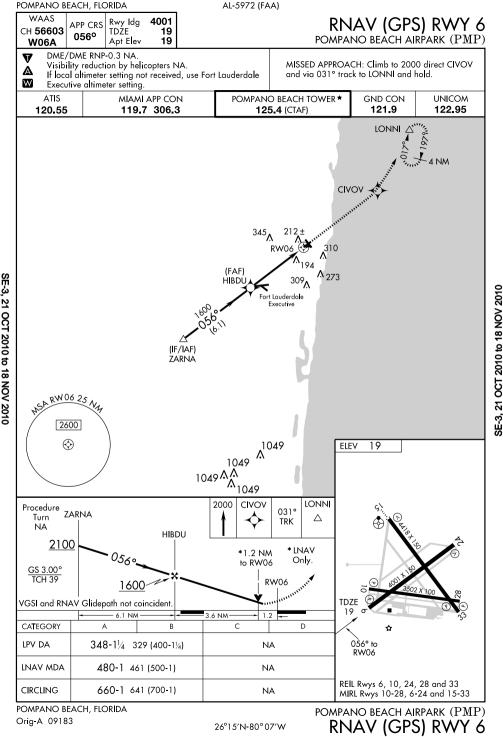
#### LAND AND HOLD SHORT OPERATIONS (LAHSO)

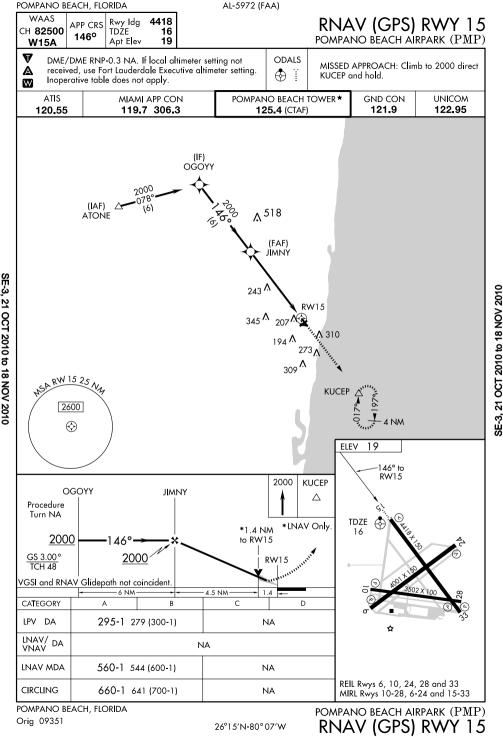
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

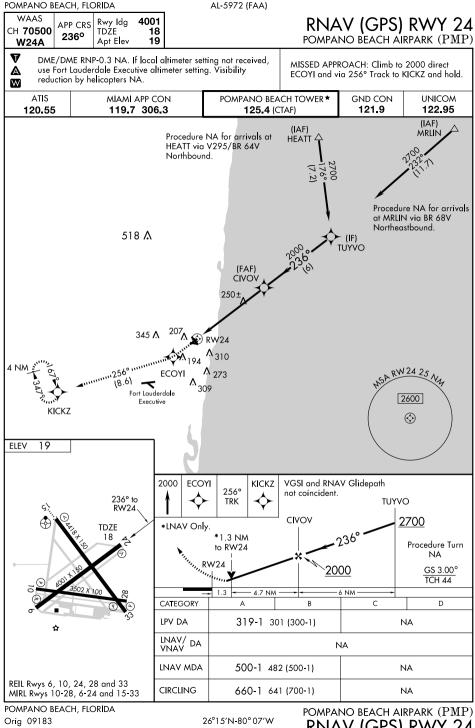
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned

Specific questions regarding these distances sho The Aeronautical Information Manual contains sp		•	•
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
IACKSONIVILLE EL	31	08-26	3,250 feet
JACKSONVILLE, FL CRAIG MUNI (CRG)	05	14-32	3,600 feet
OKAIO MONI (OKO)	14	05-23	3,650 feet
LAKELAND, FL		00 20	0,000 1001
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
, ,	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL	0.5	40.04	4.470.4
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
CINEANDO GAINI CIND (GI D)	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
OT DETERORUPO OF EARWATER FL	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL ST. PETERSBURG-CLEARWATER INTL			
(PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L 22	04-22 17L-35R	7,557 feet 4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL	COIL	00 21	0,400 1001
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
VEDO BEACH EL	36	09-27	3,750 feet
VERO BEACH, FL VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
VERO BEAGITIMONI (VICE)	23L	04 22	4,7000 1001
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet



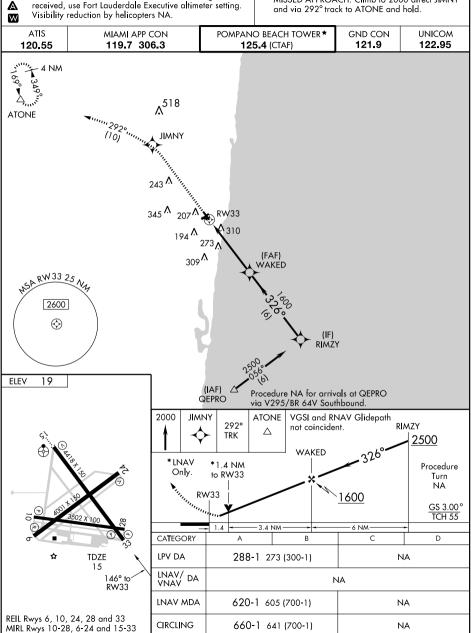






MISSED APPROACH: Climb to 2000 direct JIMNY

and via 292° track to ATONE and hold.



AL-5972 (FAA)

POMPANO BEACH, FLORIDA

POMPANO BEACH AIRPARK (PMP) 26°15′N-80° 07′W RNAV (GPS) RWY 33

08157 ST-744 (FAA) ARRIVAL (RNAV) FORT LAUDERDALE, FLORIDA MIAMI APP CON 125.90 NORTH PERRY ATIS 135.475 POMPANO BEACH ATIS NOTE: Chart not to scale. 28.60 306.475 (4000 and below) 119.45 290.325 (5000 and above) FT. LAUDERDALE-HOLLYWOOD INTL ATIS 35.00 **OPA LOCKA EXECUTIVE ATIS** FT. LAUDERDALE EXECUTIVE ATIS 120.55 1780 NASSAU ૢ૽૾૾ DME/DME/IRU or GPS Required. 'oc ¥Z 8 MAJUR 令 Radar required RNAV 1 (52) 512 081<sub>14</sub> NOTE: NOTE: MAYKO 12000 **FREEPORT** 279° 58) BAHMA 61, URSUS ¥ Z 8 0005 ZOLLA FOWE FL180 -356° (15) SE-3, 21 OCT 2010 to 18 NOV 2010 SKIPS Expect to cross at 6000 and 250 KTS Expect to cross at 5000 and 250 KTS Landing Fort Lauderdale Intl West: Landing Fort Lauderdale Intl East: 16000 2000 (42) (37) Expect to cross at 4000 WIERS ,0000/ Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors TURBOJETS PROPS: From over ZBV VORTAC via 299° track to WIERS WP, thence as DEKAL BIMIZ 0000 Landing Fort Lauderdale Executive, Pompano Beach Airpark: ZZ S 4000 JRSUS TRANSIŤIÓN, ZBV must be operational. ZD/AX to final approach course prior to KEVEY WP. NASSAU TRANSITION, ZFP, ZBV, VKZ, and to final approach course prior to FRRDY WP Landing North Perry, Opa Locka Executive: and approach speed less than 121 knots, ZASSAU TRANSITION (ZOA: WAVUN1): Aircraft with wingspan less than 78 feet Landing Fort Lauderdale-Hollywood Intl-FREEPORT TRANSITION (ZFP. WAVUN1) URSUS TRANSITION (URSUS WAVUN1) Expect radar vectors after WAVUN WP. POMPANO BEACH KEVEY HOLLYWOOD INTL FT. LAUDERDALE -Expect radar vectors after DEKAL WP AIRPARK For non-GPS equipped aircraft 28) PBI must be operational. **OPA LOCKA EXECUTIVE** expect Rwy 9R/27L depicted to FRRDY WP. FT. LAUDERDALE NORTH PERRY EXECUTIVE FRRDY ◁ NOTE NOTE: **ARRIVAL** (RNAV) FORT LAUDERDALE, FLORIDA

**FLORIDA** 

### PRAIZ N26°11.14′ W80°17.91′ NOTAM FILE FXE. NDB (MHW/LOM) 221 FX 087° 6.9 NM to Ft Lauderdale Exec. Unmonitored when twr clsd.

PUNTA GORDA N26°55 01' W81°59 48'

124

**PUNTA GORDA** 

NOTAM FILE PIE

(T) VORW 110.2 PGD VOR unusable 166°-183° bvd 20 NM. at Charlotte Co. RCO 122.025 (ST PETERSBURG RADIO)

CHARLOTTE CO (PGD) 3 SE UTC-5(-4DT) N26°55.14′ W81°59.46′

B S4 FUEL 100LL, JET A, A+ OX 1, 2 TPA—1026 (1000) Class I, ARFF Index B NOTAM FILE PGD RWY 04-22: H7193X150 (ASPH-GRVD) S-45, D-95, 2D-150. 2D/2D2-420 HIRL RWY 04: REIL, PAPI(P4L)—GA 3.0° TCH 47', Trees.

RWY 22: REIL. PAPI(P4L)-GA 3.0° TCH 31'. Trees. RWY 15-33: H5688X150 (ASPH) S-45, D-80, 2D-140 RWY 15: REIL, PAPI(P4L)—GA 3.0° TCH 43', Thid dspicd 561'. Trees RWY 33: REIL. PAPI(P4L)-GA 3.0° TCH 31'. Trees. RWY 09-27: H2636X60 (ASPH) S-45, D-80, 2D-140. 2D/2D2-420 RWY 09: Trees. RWY 27: Tree.

AIRPORT REMARKS: Attended continuously, All fuel self serve, avbl 24hr with credit card. Rwy 09-27 rstd to acft less than 6000 lbs,

CLOSED to air carrier ops. Arriving jet acft and all acft over 12.500 lbs maintain 2000' AGL until established on final apch. HIRL Rwy 04-22 and MIRL Rwy 15-33 preset on low ints; to incr ints and ACTIVATE PAPI Rwy 04, Rwy 22, Rwy 15 and Rwy 33 and REIL Rwv 04, Rwv 22, Rwv 15 and Rwv 33-CTAF.

WEATHER DATA SOURCES: ASOS 135.675 (941) 639-0076.

PUNTA GORDA (T) VORW 110.2 PGD N26°55.01′ W81°59.48′ at fld. NOTAM FILE PIE. VOR unusable

PUNTA GORDA RCO 122.025 (ST PETERSBURG RADIO) R FORT MYERS APP/DEP CON 125.15 (1100-0500Z‡) CLNC DEL 127.05

R MIAMI CENTER APP/DEP CON 134.75 (0500-1100Z‡) RADIO AIDS TO NAVIGATION: NOTAM FILE RSW.

COMMUNICATIONS: CTAF/UNICOM 122.975

166°-183° byd 20 NM.

SHELL CREEK AIRPARK (F13) 7 E UTC-5(-4DT) N26°58.12′ W81°54.98′

LEE CO (L) VORTAC 111.8 RSW Chan 55 N26°31.79′ W81°46.55′

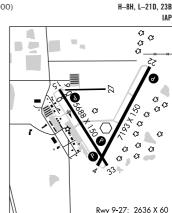
20 FUEL 100LL NOTAM FILE PIE Not insp. RWY 18-36: 2600X110 (TURF)

RWY 18: Thid dspicd 600'. Trees. RWY 36: Thid dspicd 100'. Fence.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z‡. Parachute Jumping. Glider activity on and invof arpt. Rwy 18-36

dsplcd thid marked with white square markers each side of rwy perpendicular to centerline. Rwy 36 fence

marked with white tires. **COMMUNICATIONS: CTAF 122.9** 



336° 26 NM to fld. 25/02W. HIWAS.

ΜΙΔΜΙ

MIAMI

MIAMI

MIAMI

L-23C. A

L-21D. 23B

Apt Elev

032°

W04A

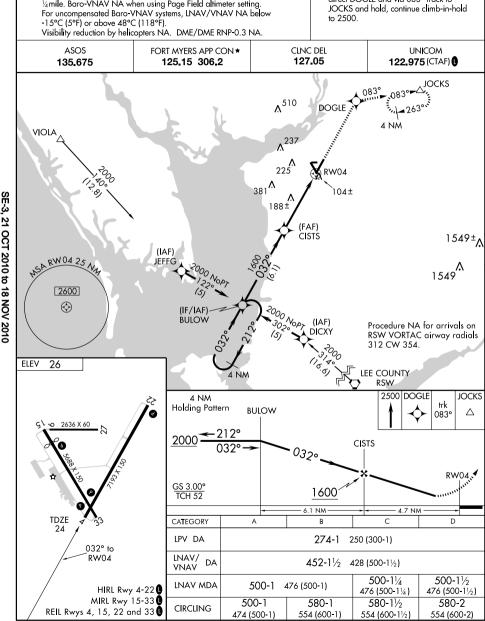
AL-6178 (FAA)

# RNAV (GPS) RWY 4

PUNTA GORDA/CHARLOTTE COUNTY (PGD)

V When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase LNAV/VNAV all Cats visibility and LNAV Cats C/D visibility and Circling Cat C visibility ¼mile. Baro-VNAV NA when using Page Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below

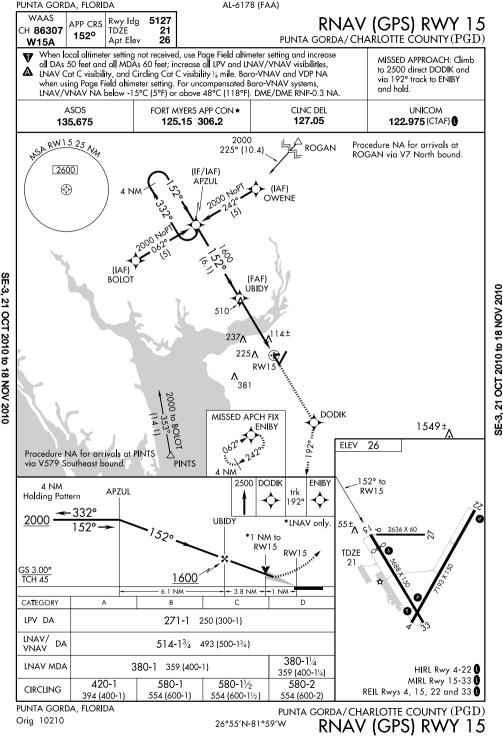
MISSED APPROACH: Climb to 2500 direct DOGLE and via 083° track to

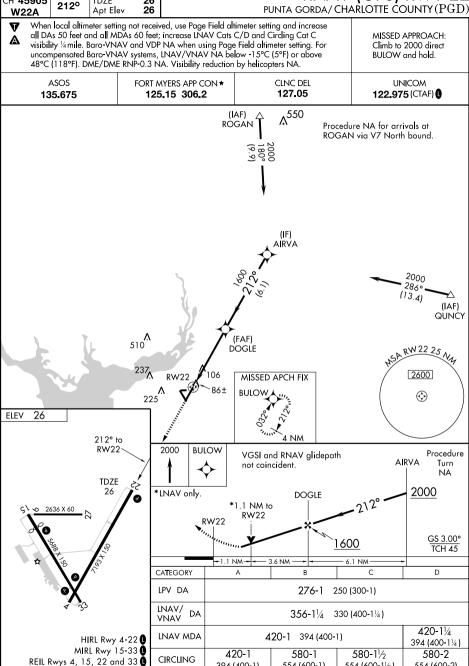


PUNTA GORDA, FLORIDA Orig-A 10210

PUNTA GORDA/CHARLOTTE COUNTY (PGD) RNAV (GPS)

26°55′N-81°59′W





PUNTA GORDA, FLORIDA Orig 10210

SE-3, 21 OCT 2010 to 18 NOV 2010

554 (600-11/2) PUNTA GORDA/CHARLOTTE COUNTY (PGD)

26°55'N-81°59'W

394 (400-1)

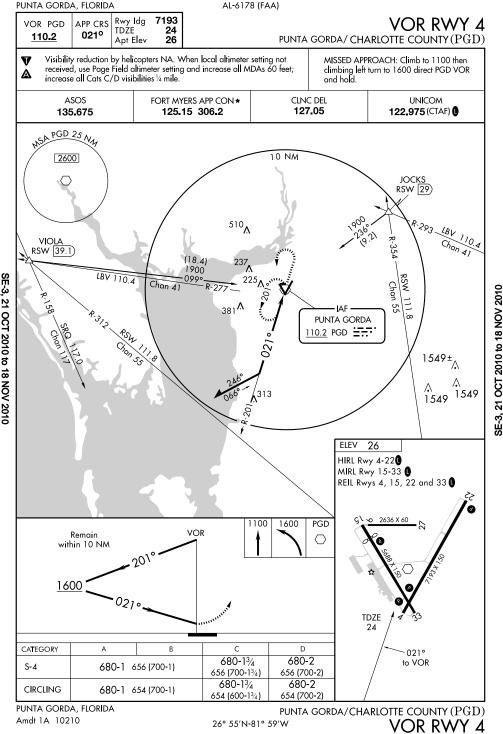
554 (600-1)

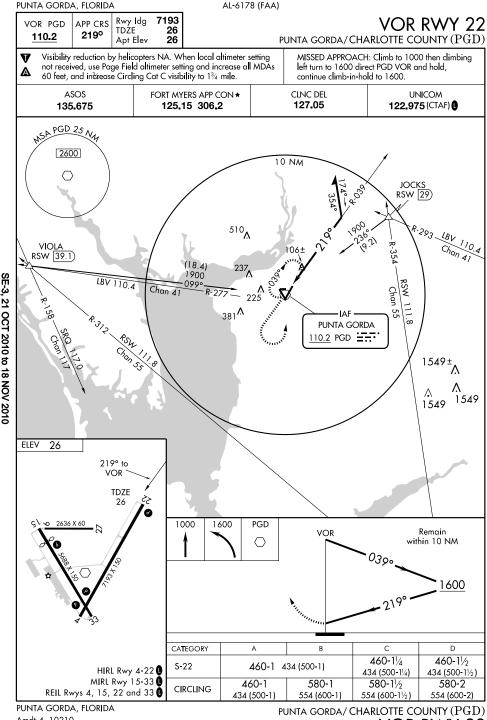
554 (600-2)

PUNTA GORDA, FLORIDA Orig 10210

SE-3, 21 OCT 2010 to 18 NOV 2010

punta gorda/charlotte county (PGD)  $^{9'W}$  RNAV (GPS) RWY 33





Amdt 4 10210

**IACKSONVILLE** 

L-21D, 22I

IAP

MIAMI

MIAMI L-21D. 24F

QUINCY MUNI (2J9) 2 NE UTC-5(-4DT) N30°35.87′ W84°33.45′

S4 FUEL 100LL NOTAM FILE GNV RWY 14-32: H2964X75 (ASPH) S-20 LIRL 0.7% up NW

RWY 14: PAPI(P2R), Thid dsplcd 264', Trees, Rgt tfc.

RWY 32: PAPI(P2L). Thid dsplcd 324'. Trees. RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-2964 TODA-2964 ASDA-2964 LDA-2700 RWY 32: TORA-2964 TODA-2964 ASDA-2755 LDA-2431 AIRPORT REMARKS: Attended 1300Z‡-dusk, Extensive Parachute

Jumping ops on arpt. Glider ops blo 10,000' on and invof arpt. Unmarked turf Indg area adj Rwy 14-32 along NE side. COMMUNICATIONS: CTAF/UNICOM 122 7

(R) TALLAHASSEE APP/DEP CON 128.7 (1100-0400Z‡)

JAX CENTER APP/DEP CON 128.625 (0400-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE TILE

SEMINOLE (H) VORTAC 117.5 SZW Chan 122 W84°22.44' 283° 9.8 NM to fld. 180/02E. HIWAS.

**43** 

RINGY N27°19.69' W82°28.70' NOTAM FILE SRO. NDB (LOM) 245 SR 317° 5.7 NM to Sarasota/Bradenton Intl.

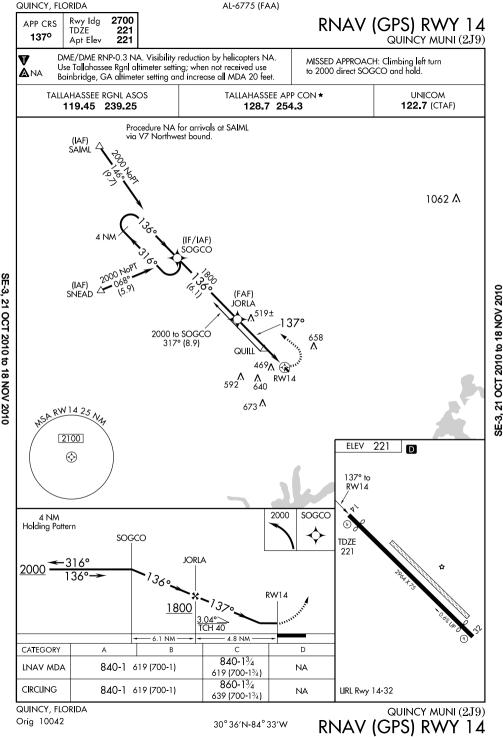
RIVER RANCH RESORT (2RR) 0 NW UTC-5(-4DT) N27°46.76' W81°12.24' 55 B FUEL 100LL NOTAM FILE PIE

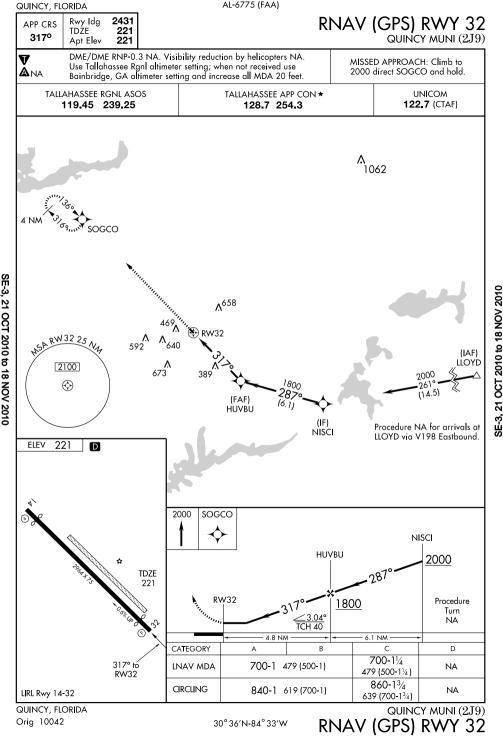
HIWAS.

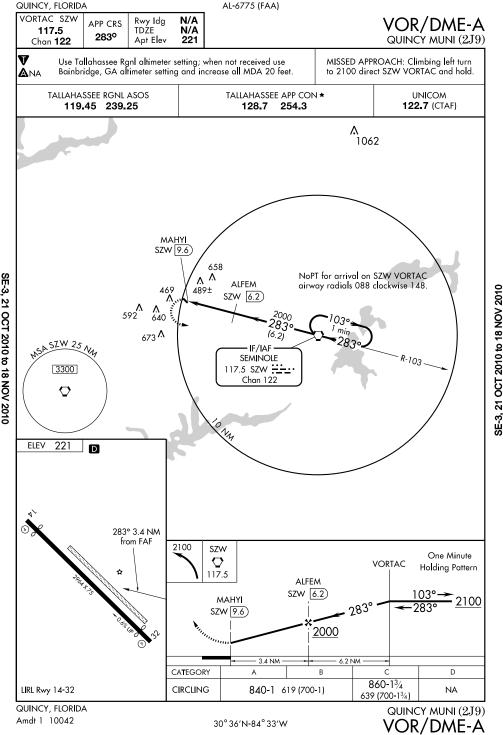
RWY 16-34: H4950X75 (ASPH) RWY 16: Thid dspicd 200', Brush. RWY 34: Thid dspicd 1000', Tree, Rgt tfc. AIRPORT REMARKS: Attended continuously. Airport CLOSED night ops indef. 30' brush and trees 125' from centerline both sides of rwv.

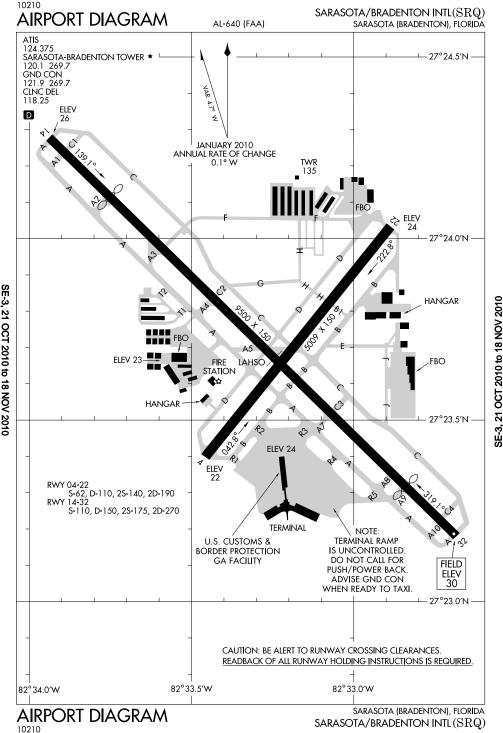
COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE VRB. VERO BEACH (H) VORTAC 117.3 Chan 120 N27°40.71′ W80°29.38′ 283° 38.5 NM to fld. 20/04W. VRB

N30°33.37'









HIRL

Class I. ARFF Index CH-8H, L-21D, 23B

IAP. AD

JACKSONVILLE

NEW ORLEANS

L-21C, 22H

MIAMI

L-24F

H-81 1-24F

N27°23.73′ W82°33.26′

SARASOTA/BRADENTON INTL (SRO) 3 UTC-5(-4DT)

B S4

NOTAM FILE SRO RWY 14-32: H9500X150 (ASPH-GRVD) S-110, D-150, 2S-175, 2D-270

RWY 14: MALSR, PAPI(P4L)-GA 3.0° TCH 55', Thid dspicd 1350'.

RWY 32: MALSR. PAPI(P4L)-GA 3.0°. Thid dspicd 1150'. RWY 04-22: H5009X150 (ASPH-GRVD) S-62, D-110, 2S-140, 2D-190

LANDING HOLD SHORT POINT DIST AVRI

RWY 04: PAPI(P4L)-GA 3.0° TCH 37'. Trees. RWY 22: REIL, PAPI(P4L)—GA 3.0° TCH 37', Road. LAND AND HOLD SHORT OPERATIONS

FUEL 100LL, JET A. A+ OX 1, 2, 3, 4 TPA—1030(1000)

**PWV 14** 04-22 3800

RUNWAY DECLARED DISTANCE INFORMATION TODA-5009 RWY 04: TORA-5009 ASDA-5009 I DA-5009 RWY 14: TORA-8350 TODA-9503 ASDA-8890 LDA-7540

RWY 22: TORA-5009 TODA-5009 ASDA-5009 RWY 32: TORA-8150 TODA-9500 ASDA-8660

LDA-5009 LDA-7510

AIRPORT REMARKS: Attended continuously. Contact FBOs for fuel available. Birds on and invof arpt. Twy F limited to

70,000 lbs gross weight. Terminal ramp is uncontrolled. Do not call for push/power back. Advise Gnd Con when ready to taxi. Arpt has noise abatement procedures ctc Environmental Affairs Office at 941-359-5200, ext 4206. When twr clsd all acft are required to hold at the ILS Hold Position signs abeam the thids of Rwy 14 and Rwy 32 during all wx conditions. The apchs to Rwy 14 and Rwy 32 are considered clear when acft are beyond

Rwy 14 and Rwy 32 thids base upon landing direction. When twr clsd ACTIVATE HIRL Rwy 14-32, Rwy 04-22: PAPI Rwy 14, Rwy 32, Rwy 04 and Rwy 22, REIL Rwy 22; MALSR Rwy 14-32 and all Twy lgts-CTAF. US Customs user fee arpt. PPR US Customs svc Mon-Fri; 1300-2200Z‡ call 941-359-5040; after hrs fee charged.

WEATHER DATA SOURCES: ASOS 124.375 (941) 359-0117, LAWRS, LLWAS. COMMUNICATIONS: CTAF 120.1 ATIS 124.375 UNICOM 122.95

RCO 122.1R 115.2T (ST PETERSBURG RADIO)

(R) TAMPA APP/DEP CON 119.65 124.95 (4000' and blo)

TOWER 120.1 (1100-0500Z‡) **GND CON 121.9 CLNC DEL** 118.25 AIRSPACE: CLASS C syc Per twr NOTAM 1100-0500Z± ctc TAMPA APP CON other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SRO.

N27°24.42′ W82°33.82′ (H) VORTAC 117.0 SRO Chan 117 at fld. 20/02W. N27°19.69′ W82°28.71′ 317° 5.7 NM to fld. RINGY NDB (LOM) 245 SR

ILS 109.7 I-SRO Rwv 32. LOM RINGY NDB. (ILS unmonitored when twr clsd).

I-FFV ILS 111.3 Rwy 14. Class ID. ILS unusable byd 25° right of course.

N27°48.79' W80°29.74'

**SATELLITE** N28°05.97′ W80°42.06′ NOTAM FILE MLB.

089° 3.0 NM to Melbourne Intl. NDR (HW) 257 SOT

**SAUFLEY** N30°28.33′ W87°20.15′ NOTAM FILE PNS.

(L) VOR 108.8 NUN at NOLF Saufley.

RCO 122.1R 108.8T (GAINESVILLE RADIO)

SEBASTIAN MUNI UTC-5(-4DT) (X26)1 W

**S4** FUEL 100LL NOTAM FILE PIE

RWY 04-22: H4024X150 (ASPH) S-22 LIRL

RWY 04: PAPI(P2L). Trees. RWY 22: PAPI(P2L), Trees, Rgt tfc.

RADIO AIDS TO NAVIGATION: NOTAM FILE VRB.

RWY 08-26: H3200X75 (ASPH)

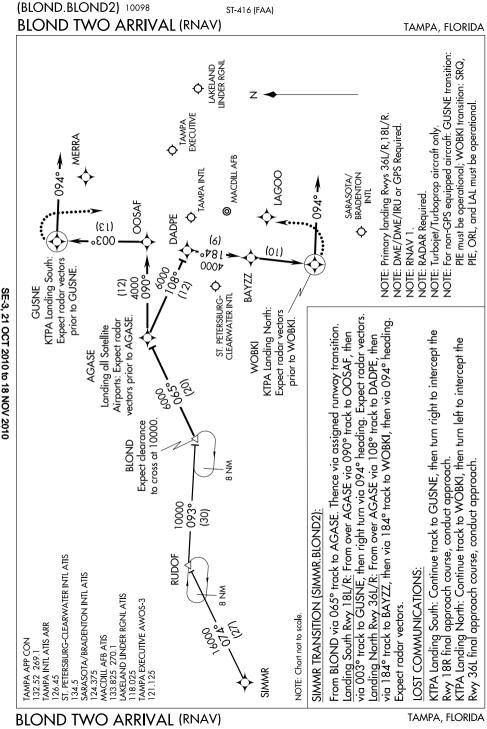
RWY 08: Road. RWY 26: Trees. Rgt tfc.

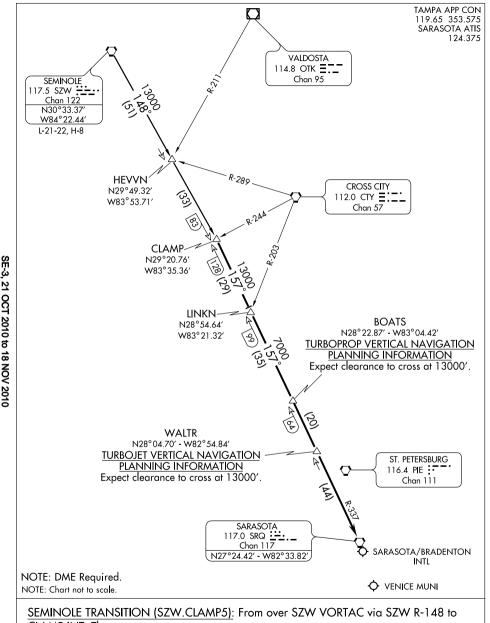
AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z‡. Self serve 100LL fuel avbl continuously, Parachute Jumping, Extensive parachute

ops. Avoid overflying arpt during parachute ops. Trees and brush in all transition surfaces Rwy 22 and Rwy 26. Noise abatement procedures in effect, ctc arpt manager 772-633-0151. Identification required for arpt access. COMMUNICATIONS: CTAF/AUNICOM 123.05

VERO BEACH (H) VORTAC 117.3 VRB Chan 120 N27°40.71' W80°29.38' 002° 8.1 NM to fld. 20/04W.

Œ €3 €3 Ø ß €3 3200 X 75 03 03 C3 (3 Œ €3 Golf Course €3 €3

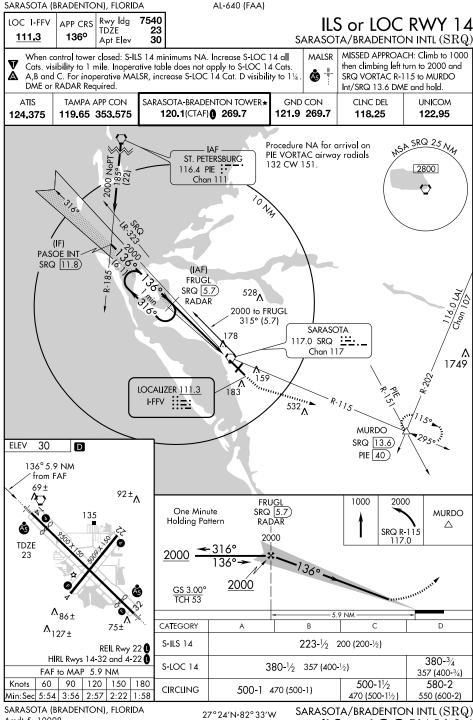


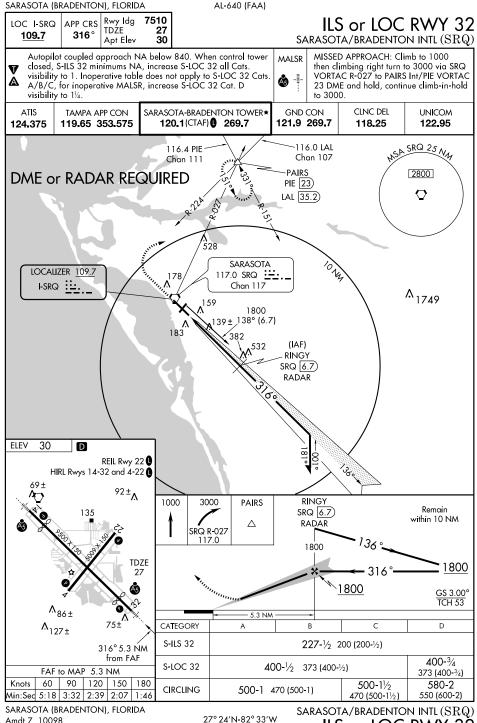


CLAMP INT. Thence. . . .

. . . . From over CLAMP INT via SRQ R-337 to SRQ VORTAC. Expect radar vectors to final approach course after WALTR.

10098





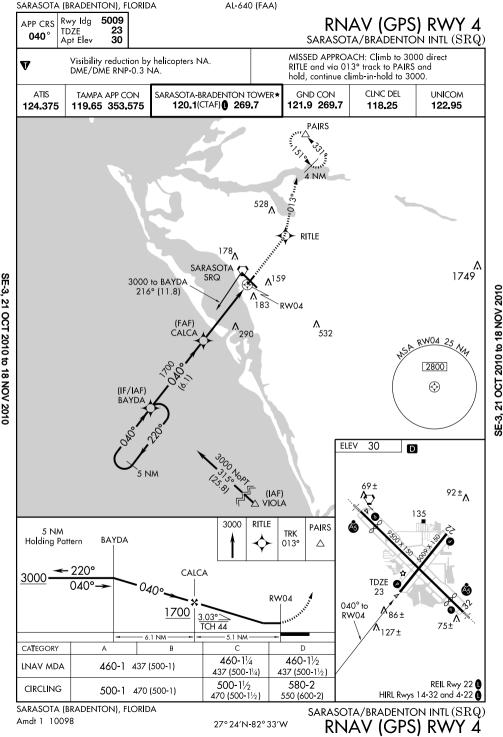
## LAND AND HOLD SHORT OPERATIONS (LAHSO)

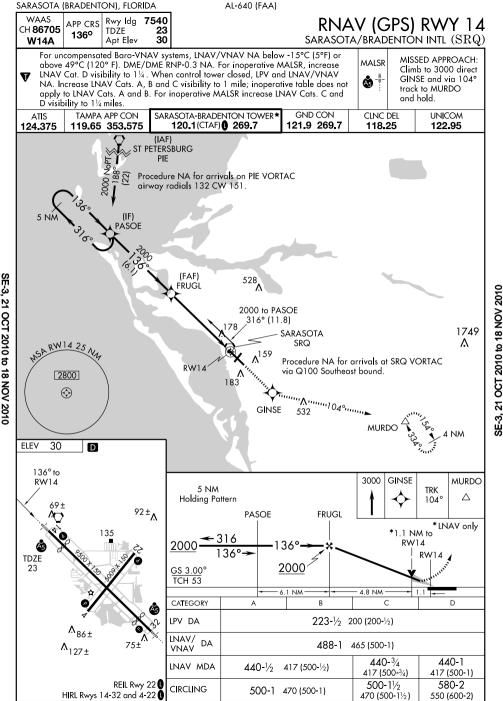
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned

Specific questions regarding these distances sho The Aeronautical Information Manual contains sp		•	•
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
IACKSONIVILLE EL	31	08-26	3,250 feet
JACKSONVILLE, FL CRAIG MUNI (CRG)	05	14-32	3,600 feet
OKAIO MONI (OKO)	14	05-23	3,650 feet
LAKELAND, FL		00 20	0,000 1001
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
, ,	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL	0.5	40.04	4.470.4
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
CINEANDO GAINI CIND (GI D)	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
OT DETERORUPO OF EARWATER FL	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL ST. PETERSBURG-CLEARWATER INTL			
(PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L 22	04-22 17L-35R	7,557 feet 4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL	COIL	00 21	0,400 1001
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
VEDO BEACH EL	36	09-27	3,750 feet
VERO BEACH, FL VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
VERO BEAGITIMONI (VICE)	23L	04 22	4,7000 1001
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

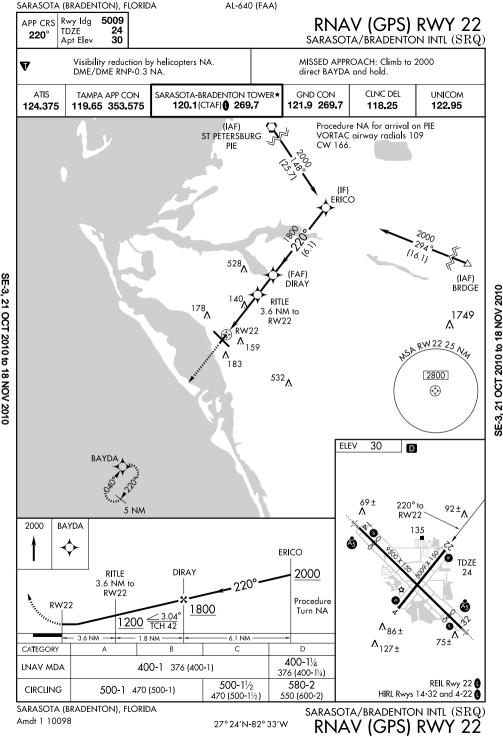
21 OCT 2010 to 18 NOV 2010

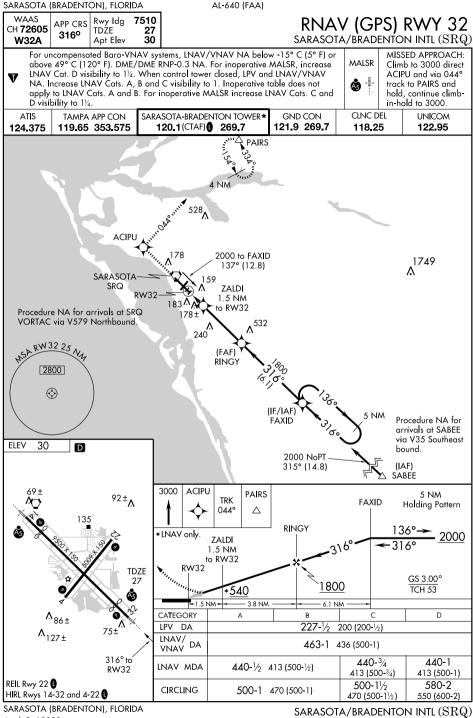




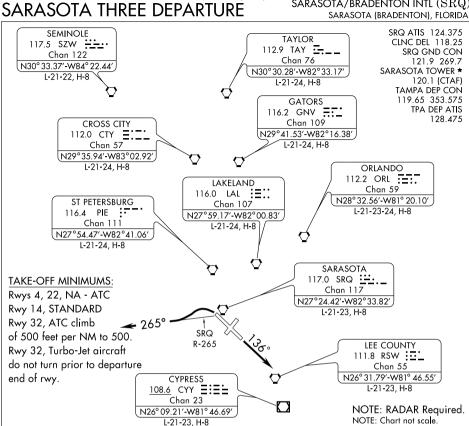
SARASOTA (BRADENTON), FLORIDA Amdt 2 10098 SARASOTA/BRADENTON INTL (SRQ) RNAV (GPS) RWY 14

27°24′N-82°33′W





Amdt 2 10098 27°24′N-82°33′W RNAV (GPS) RW



TAKE-OFF RUNWAY 14: Climb heading 136°. Expect radar vectors to join assigned route, thence.... TAKE-OFF RUNWAY 32: Climbing left turn to intercept SRQ R-265 westbound or as assigned by ATC. Expect radar vectors to join assigned route, thence....

DEPARTURE ROUTE DESCRIPTION

....maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude ten (10) minutes after departure.

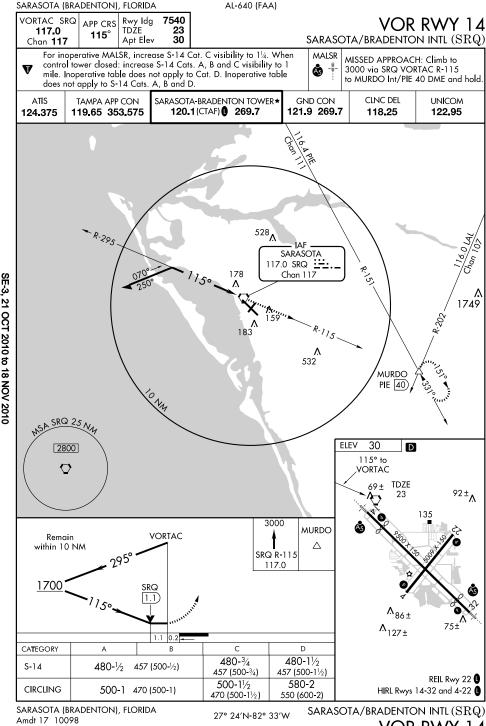
NOTE: Rwy 14: Multiple trees beginning 345 feet from DER, 277 feet right of centerline, up to 69 feet AGL/94 feet MSL. Multiple trees beginning 119 feet from DER, 365 feet left of centerline, up to 30 feet AGL/55 feet MSL. Railroad 431 feet from DER, 533 feet left

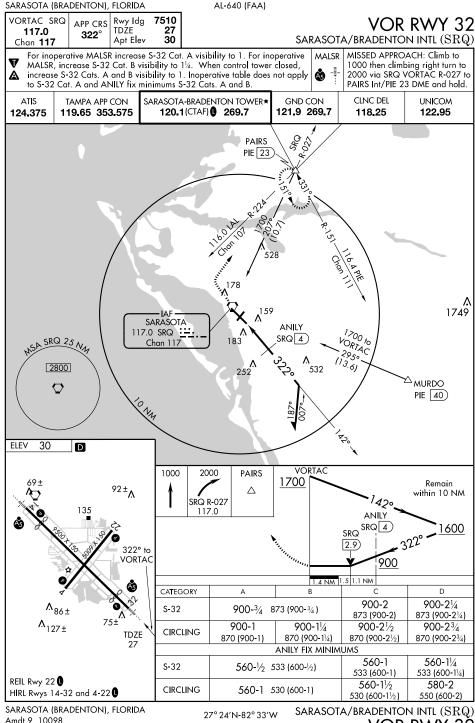
NOTE: Rwy 32: Multiple trees beginning 606 feet from DER, 2 feet right of centerline, up to 51 feet AGL/71 feet MSL. Multiple trees beginning 775 feet from DER, 113 feet left of centerline, up to 68 feet AGL/88 feet MSL. Wall 119 feet from DER, 465 feet left of centerline, 29 feet AGL/49 feet MSL. Pole 945 feet from DER, 531 feet left of centerline, 41 feet AGL/61 feet MSL. Antenna 732 feet from DER, 168 feet left of centerline, 34 feet AGL/54 feet MSL. Vehicle on road 675 feet from DER, 277 feet left of centerline, 17 feet AGL/51 feet MSL. Light pole 837 feet from DER, 326 feet left of centerline, 34 feet AGL/ 54 feet MSL. Tower 5,674 feet from DER, 1,845 feet left of centerline, 162 feet AGL/ 177 feet MSL.

of centerline, 24 feet AGL/44 feet MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

V





FLORIDA SEBRING RGNL (SEF) 6 SE UTC-5(-4DT) N27°27.38' W81°20.54' B S4 FUEL 100LL, JET A NOTAM FILE PIE RWY 18-36: H5234X150 (ASPH) S-26, D-50, 2D-85 MIRI RWY 18: REIL, PAPI (P4L), Trees. RWY 36: REIL, PAPI (P4L), Tree. RWY 14-32: H4990X100 (ASPH) S-26, D-50, 2D-85 RWY 14: Thid dsplcd 290', Railroad. RWY 32: Fence.

R MIAMI CENTER APP/DEP CON 127.2 RADIO AIDS TO NAVIGATION: NOTAM FILE MIA. LA BELLE (L) VORTAC 110.4 LBV Chan 41 N26°49.69' W81°23.49' 003° 37.7 NM to fld. 30/01E.

N30°33.37′ W84°22.44′ NOTAM FILE TLH.

SEMINOLE (H) VORTAC 117.5 SZW Chan 122 at Tallahassee Commercial. 180/02E. HIWAS

COMMUNICATIONS: CTAF/UNICOM 122.7

130

RCO 122.1R 117.5T (GAINESVILLE RADIO)

RCO 122.2 122.4 (GAINESVILLE RADIO)

SHELL CREEK AIRPARK (See PUNTA GORDA)

(See LAKELAND)

(See TITUSVILLE)

WEATHER DATA SOURCES: AWOS-3 119.475 (863) 655-6424.

SEBRING RCO 122.25 (ST PETERSBURG RADIO)

(See FT MYERS)

AIRPORT REMARKS: Attended Mon-Fri 1230-2300Z±, Sat-Sun 1200-2200Z±, For fuel after hrs call 863-655-6455.

NOTAM FILE GNV.

MIRL

134° 3.0 NM to Marianna Muni, NDB unmonitored 0300-11007±.

H-81 1-23C IAP. AD Rwy 7-25: 4652 X 100 Residentia Rwy 16-34: 5000 X 100 Residential Area

ΜΙΔΜΙ

ΙΔΡ

H-8H, L-21D, 23B

JACKSONVILLE

NEW ORLEANS

L-21C, 22I

MIAMI

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H-8H, L-21D, 22I

STUART WITHAM FLD (SUA) 1 SE UTC-5(-4DT) N27°10.90′ W80°13.28′ B S4 FUEL 100LL, JET A RWY 12-30: H5826X100 (ASPH-GRVD)

SOUTH LAKELAND

NDB (MHW) 329

SPACE COAST RGNL

SOUTHWEST FLORIDA INTL

SOYYA N30°52.30′ W85°13.50′

SMY

NOTAM FILE MIA

RWY 12: REIL. PAPI (P4L)-GA 3.0° TCH 33°. Thid dspicd 648'.

S-65, D-105, 2D-190

RWY 30: REIL. PAPI (P4L)-GA 3.0° TCH 26'. Thid dspicd 460'. RWY 16-34: H5000X100 (ASPH) RWY 16: Thid dspicd 336'. Tree. Tree.

S-55, D-90, 2D-160 RWY 34: Thid dspicd 880'. S-58, D-95, 2D-170 RWY 07: PAPI(P2L). Tree. RWY 25: PAPI(P2L). Trees.

RWY 07-25: H4652X100 (ASPH)

AIRPORT REMARKS: Attended 1200-0100Z‡, Birds on and invof arpt. Acft with wingspan exceeding 79 ft are prohibited from operating on Twy A between Twy C and the apch end Rwy 12 when acft with wingspan exceeding 79 ft is on apch to ldg or tkf Rwy 12-30. PPR for acft exceeding rwy weight capacity. Touch and Go ops permitted Mon-Sat (except New Years, Christmas and Thanksgiving) 1400Z‡ until 2 hrs past SS and are limited to 3 ops

per pilot per day. Stop and Go ops and intersection tkfs strongly discouraged at all times. Stage 1 and 2 jet ops strongly discouraged 0300-1200Z±. Noise sensitive areas all quadrants. For noise abatement procedures call arpt management, phone number 772-221-2374. MIRL Rwy 12-30 and Rwy 07-25 preset med ints dusk-0400Z±, ACTIVATE REIL Rwys 12 and 30 and after 0400Z±, ACTIVATE MIRL

¢ **C3** Residential Residentia Residential

Rwy 12-30 and Rwy 07-25—CTAF. PAPI Rwys 12, 30, 07, and 25 operate continuously. WEATHER DATA SOURCES: AWOS-3 (772) 692-7399.

COMMUNICATIONS: CTAF 126.6 ATIS 134.475 STUART TOWER 126.6 (1200-0100Z‡) **GND CON 121.7** 

(R) PALM BEACH APP/DEP CON 132.8 (STEWART) AIRSPACE: CLASS D svc 1200-0100Z tother times CLASS G.

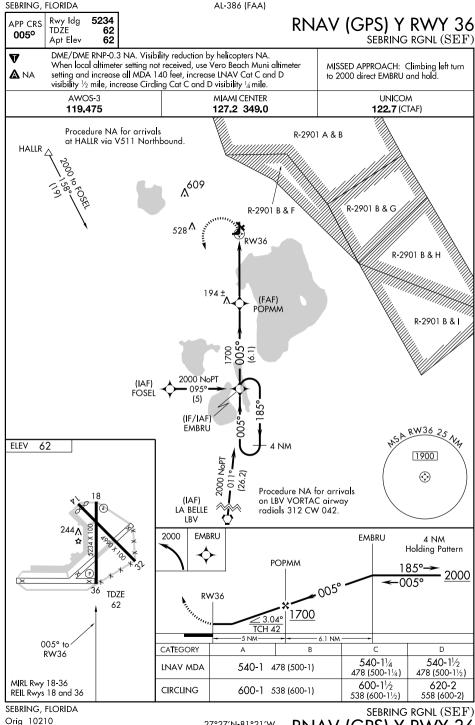
RADIO AIDS TO NAVIGATION: NOTAM FILE VRB. VERO BEACH (H) VORTAC 117.3

**2AWIH** 

VRB

Chan 120 N27°40.71′ W80°29.38′

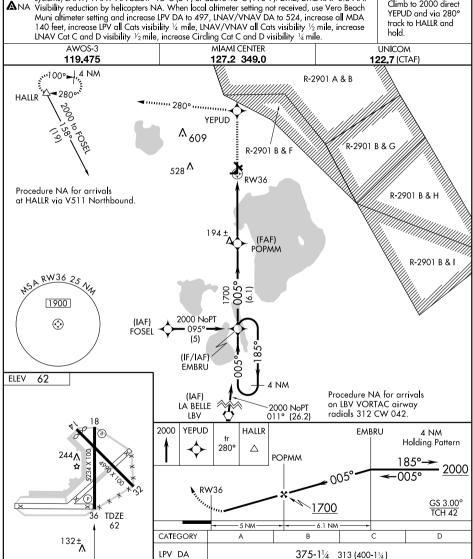
158° 33 NM to fld. 20/04W.



Orig 10210

SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 36



LNAV/

LNAV MDA

CIRCLING

DA VNAV

MIRL Rwy 18-36 REIL Rwys 18 and 36 SEBRING, FLORIDA

005° to

**RW36** 

Orig 10210

SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Z RWY 36 27°27′N-81°21′W

340 (400-11/4)

540-11/4

478 (500-11/4)

600-11/2

538 (600-11/2)

402-11/4

540-1 478 (500-1)

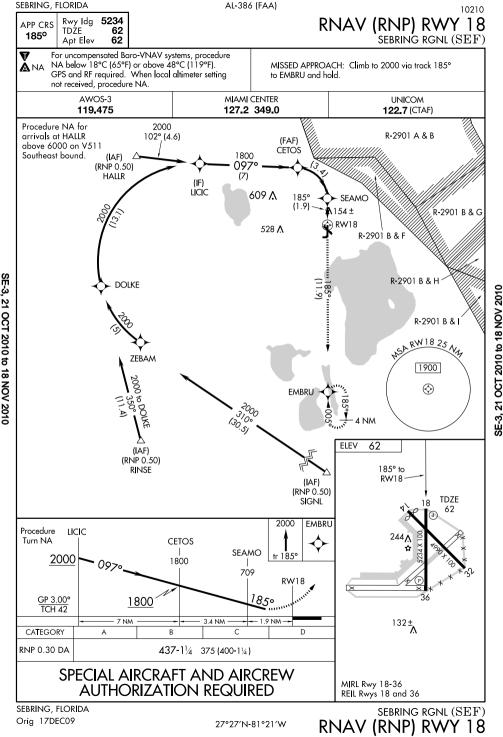
600-1 538 (600-1)

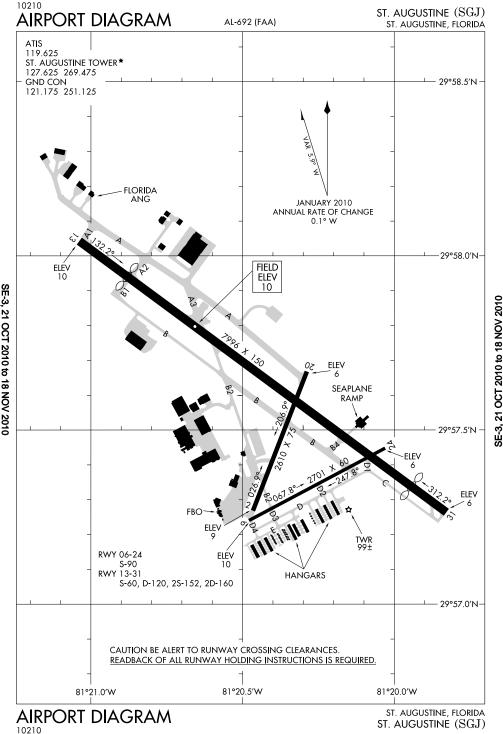
540-11/2

478 (500-11/2)

620-2

558 (600-2)





126 FLORIDA

### RWY 06-24: H2701X60 (ASPH) S-90 RWY 06: PAPI(P2L)-GA 3.0° TCH 40'. Trees. RWY 02-20: H2610X75 (ASPH) MIRL

ST AUGUSTINE

S4

NOTAM FILE SGI

RWY 02: Trees. AIRPORT REMARKS: Attended 1100-0500Z‡. Jet single point refueling avbl. For fuel call 904-824-1995 1100-0500Z±. Self serve fuel avbl 24 hrs with credit card. Aerobatic activity along E side of Rwy 13-31—ctc twr for tfc and Gainesville Radio for specific times.

CLOSED to air carrier ops. Rwy 02-20 CLOSED to air carrier ops. Rwy 13-31 CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 904-825-6860. Rwy 31 hold short at D1 twy. TPA-1010(1000) conventional,

ARFF avbl weekdays 1200-2100Z±; reg syc on CTAF, Rwy 06-24

1510(1500) jet, 510(500) helicopter. ACTIVATE HIRL Rwy 13-31

and MIRL Rwy 06-24 and Rwy 02-20—CTAF. User fee. WEATHER DATA SOURCES: AWOS-3 (904) 824-7084. COMMUNICATIONS: CTAF 127.625 ATIS 119.625 UNICOM 122.95

R JACKSONVILLE APP/DEP CON 120.75 TOWER 127.625 (1200-0200Z±) GND CON 121.175

AIRSPACE: CLASS D svc 1200-0200Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE SGL

RCO 122.3 (GAINESVILLE RADIO)

(T) VORW/DME 109.4 SGI Chan 31 N29°57.40′ W81°19.81′

ILS/DME I-GUH Chan 48 Rwy 31. GS unusable byd 5° either side of LOC centerline.

(SGJ) 4 N UTC-5(-4DT) N29°57.56′ W81°20.38′

RWY 13-31: H7996X150 (ASPH) S-60, D-120, 2S-152, 2D-160 HIRL RWY 13: VASI (V4L) -GA3.0° TCH 44'. Thid dsplcd 1058'. Trees.

RWY 31: PAPI (P4L)—GA 3.0° TCH 42', Thid dspicd 800'.

FUEL 100LL, JET A OX 3, 4 TPA—See Remarks Class I, ARFF Index A

COMM/NAV/WEATHER REMARKS: Acft for delivery or pickup crews ctc Grumman Flight Ops for briefing and UHF frequency

assignment 904-825-3314. Grumman Advisory Twr. crash crew and arresting gear opr on call only. Normal hrs are 1200-2030Z± Mon-Fri.

WATERWAY 17-35: 12000X1000 (WATER) WATERWAY 18-36: 12000X500 (WATER)

00

ST LUCIE CO INTL

WATERWAY 12-30: 5000X1000 (WATER) SEAPLANE REMARKS: Waterway 12-30, 17-35, 18-36 CLOSED to air carrier ops.

ST GEORGE ISLAND (See APALACHICOLA) WATERWAY 18-36: 12000 X 500 WATERWAY 12-30: 5000 X 1000

WATERWAY 17-35: 12000 X 1000

JACKSONVILLE

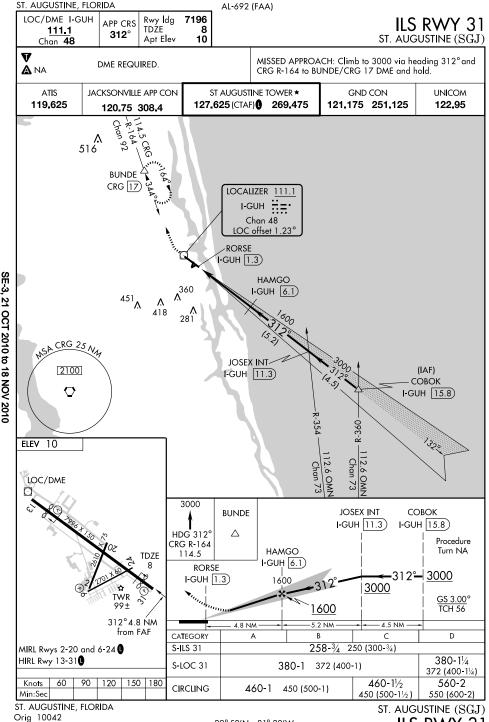
IAP. AD

H-8H, L-21D, 24G

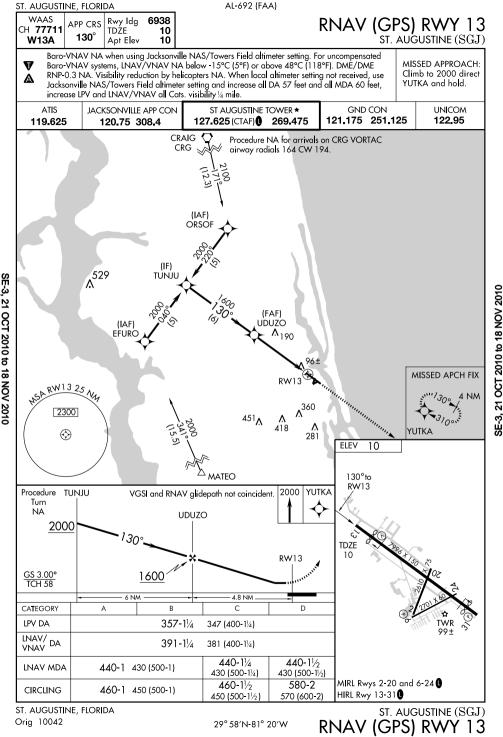
Ø Rwy 6-24: 2701 X 60

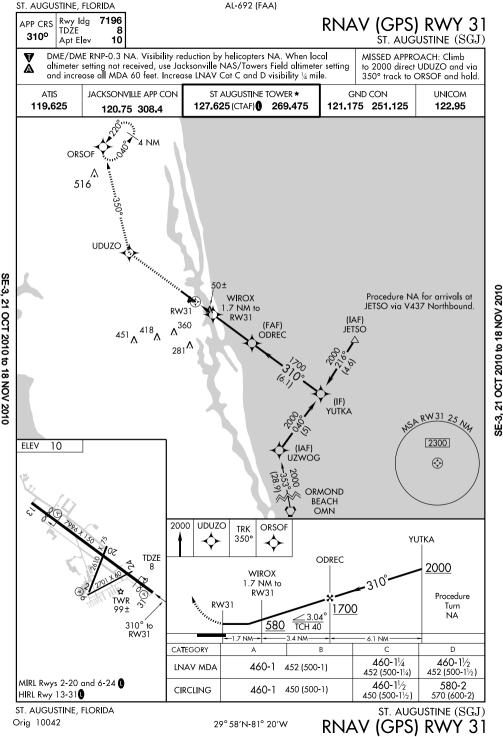
at fld. 6/06W.

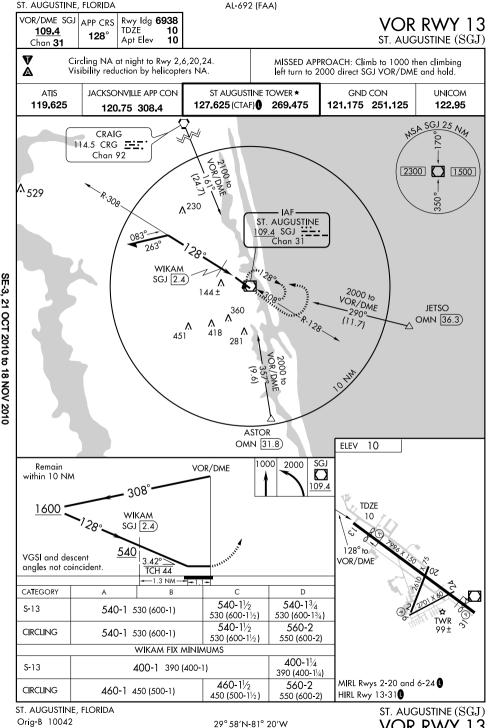
(See FORT PIERCE)



ILS RWY 31







VOR RWY 13

ST. AUGUSTINE, FLORID Orig 10042

29° 58′N-81° 20′W

10266

# ST PETERSBURG

ALBERT WHITTED

(SPG) 0 E UTC-5(-4DT) N27°45.91' W82°37.62' FUEL 100LL, JET A. A1 TPA-807(800) NOTAM FILE SPG

RWY 07-25: H3677X75 (ASPH) S-60, D-105, 2S-133, 2D-190 RWY 07: PAPI (P2L)—GA 4.0° TCH 51'. Thid dsplcd 558'. Building.

Rgt tfc. RWY 25: REIL. PAPI(P2L)—GA 4.0°. Thid dspicd 263'.

RWY 18-36: H2864X150 (ASPH) S-60, D-105, 2S-133. 2D-190 MIRI

RWY 18: REIL. PAPI (P2L)-GA 4.0° TCH 44'.

RWY 36: REIL, PAPI (P2R)-GA 4.0° TCH 40', Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA-3647 TODA-3647 ASDA-3447 LDA-2919 RWY 25: TORA-3677 TODA-3677 ASDA-3437 LDA-3174

40' for ngt ops. 2825 ft of Rwy 18-36 usable at ngt. Numerous birds on and invof rwy. Gull concentration on rwy during inclement weather. Be alert-heavy iet operating invof SPG at and above 1600'. Banner towing east of Rwy 18-36. Ship channel in apch to Rwy 36. Ocean going vessels in ship channel south. Unlit +/- 50'

3617 × 75 8. AIRPORT REMARKS: Attended 1200-0200Z±. Lgtd thid Rwy 18 relocated to occasionally +/- 100' boat masts in approach area of Rwy 18. Rwy 25 and Rwy 36. Active emergency heliport with rotating bcn approximately 1/2 mile W of arpt. When twr clsd ACTIVATE MIRL Rwy 07-25, PAPI Rwy 07, Rwy 25, and REIL Rwy 25-CTAF, ACTIVATE MIRL Rwy 18-36, REIL Rwy 18 and Rwy

ΜΙΔΜΙ

L-21D. 24F IAP. AD

36 and PAPI Rwy 18 and Rwy 36-CTAF. WEATHER DATA SOURCES: ASOS 118.875 (727)821-4334. LAWRS.

COMMUNICATIONS: CTAF 127 4 **IINICOM** 122 95 (R) TAMPA APP/DEP CON 125.3 (West) 119.65 (East)

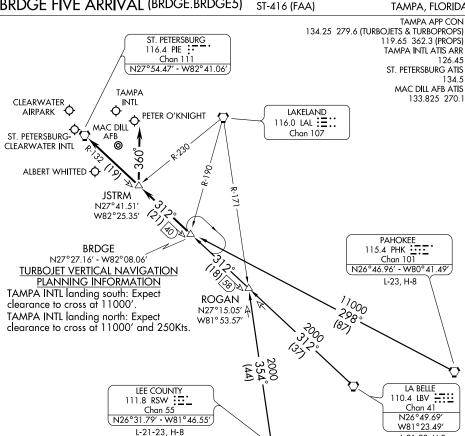
TOWER 127.4 (1200-0200Z±) GND CON 121.8

AIRSPACE: CLASS D svc 1200-0200Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PIE.

ST PETERSBURG (H) VORTAC 116.4 PIF Chan 111. N27°54.47′ W82°41.06′ 159° 9.1 NM to fld. 9/01E. HIWAS. HIWAS unusable 330°-151° byd 25 NM blo 5000'.

COMM/NAV/WEATHER REMARKS: Freq. 121.5 not monitored. PIE AFSS monitors frequency 121.8 when twr clsd. Approach control for the Albert Whitted CLASS D airspace provided by TAMPA APP CON



LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

### TAMPA INTL:

NOTE: Chart not to scale.

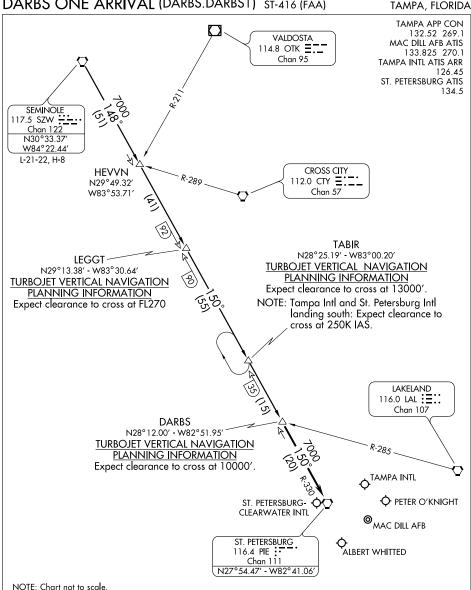
- . . . RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.
- . . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . . From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

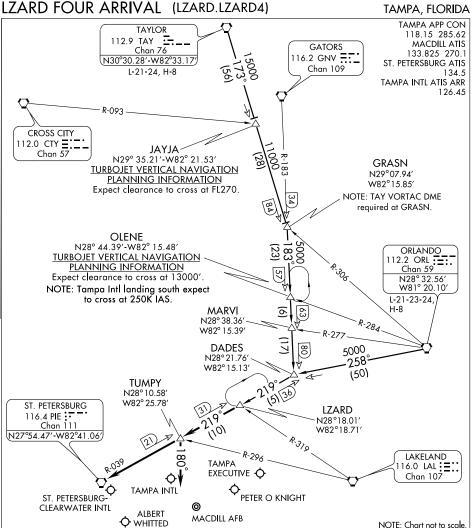
L-21-23, H-8

21 OCT 2010 to 18 NOV 2010



SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . . From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.



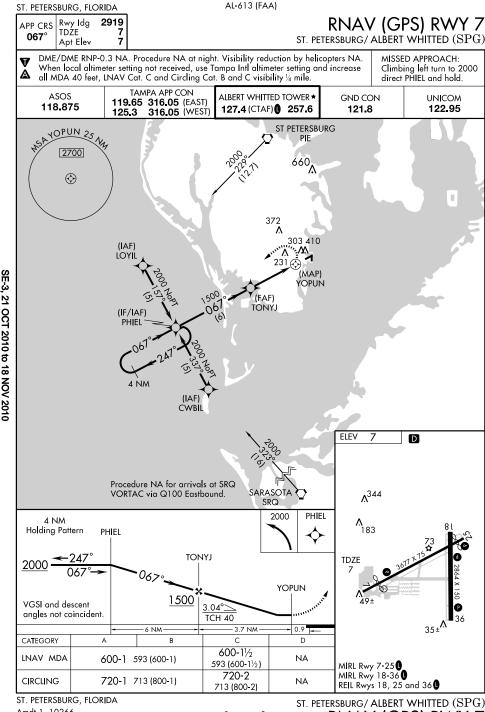
ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

### TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT. RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course. ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

21 OCT 2010 to 18 NOV 2010



Amdt 1 10266

27°46′N-82°38′W

7 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When MISSED APPROACH: Climbing right turn local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet, and Circling Cat. B visibility ¼ mile. VDP NA to 2000 direct PIE VORTAC and hold. with Tampa Intl altimeter setting. TAMPA APP CON ASOS ALBERT WHITTED TOWER \* GND CON UNICOM 119.65 316.05 (EAST) 118.875 127.4 (CTAF) 257.6 122.95 121.8 316.05 (WEST) 125.3 NoPT for arrival on PIE VORTAC airway radials 330 CW 061. (IF/IAF) ST PETERSBURG PIE 660 (FAF) KENVE 36. (MAP) PICOL PICOL 25 M 2700 ELEV D  $\bigcirc$ ۸<sup>344</sup> 2000 **TDZE** 4 NM VORTAC Holding Pattern KENVE 2000 158 1 NM to 2864 X 150 🖨 PICOL **PICOL** 1200 VGSI and descent 3.03 angles not coincident. TCH 37 35±<sup>Λ</sup> 2.1 NM 1 NM 0.5 5.4 NM D CATEGORY C LNAV MDA NA 680-1 674 (700-1) MIRL Rwy 7-25 🕕 MIRL Rwy 18-36

ST. PETERSBURG, FLORIDA

720-1 713 (800-1)

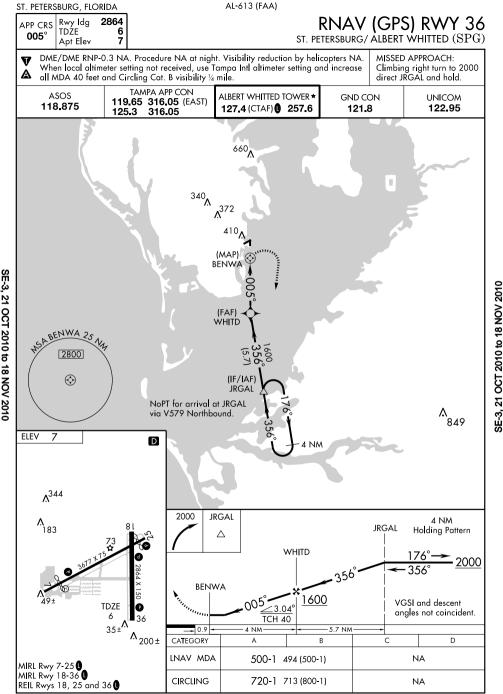
ST. PETERSBURG/ ALBERT WHITTED (SPG) 27°46′N-82°38′W

**CIRCLING** 

SE-3, 21 OCT 2010 to 18 NOV 2010

NA

REIL Rwys 18, 25 and 36 0

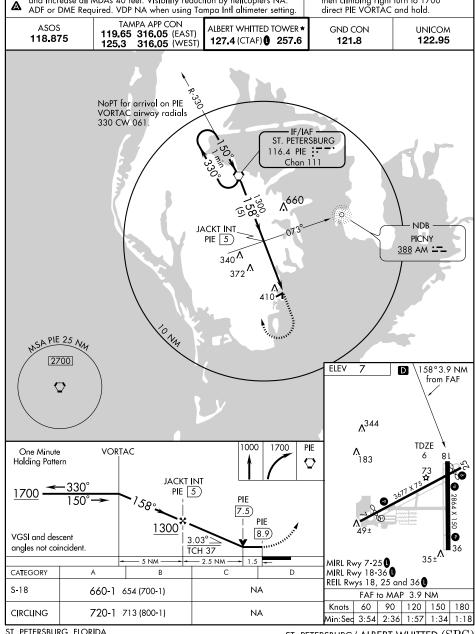


ST. PETERSBURG, FLORIDA Amdt 1 10266

ST. PETERSBURG/ ALBERT WHITTED (SPG) RNAV (GPS) RWY 36 27°46′N-82°38′W

ST. PETERSBURG, FLORIDA AL-613 (FAA) Rwy Idg 2864 VORTAC PIE APP CRS Rwy ldg (night only) 2824 VOR RWY 18 116.4 **TDZE** 158° ST. PETERSBURG/ ALBERT WHITTED (SPG) Chan 111 Apt Elev 7 MISSED APPROACH: Climb to 1000 If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. then climbing right turn to 1700 ADF or DME Required. VDP NA when using Tampa Intl altimeter setting. direct PIE VÖRTAC and hold. TAMPA APP CON **ASOS** ALBERT WHITTED TOWER \* GND CON UNICOM 119.65 316.05 (EAST) 118.875 127.4 (CTAF) 0 257.6 121.8 122.95 316.05 (WEST) NoPT for arrival on PIE VORTAC airway radials 330 CW 061. IF/IAF ST. PETERSBURG 116.4 PIE :-Chan 111 ۸<sup>660</sup> NDB JACKT INT 073 PIE 5 **PICNY** 388 AM :-

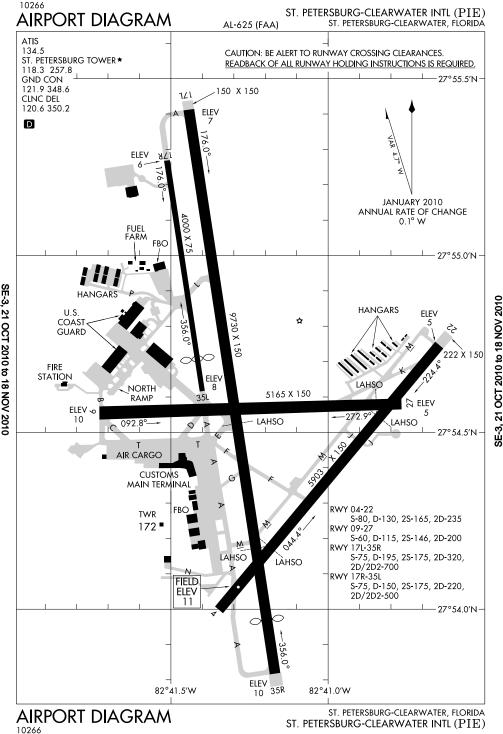
SE-3, 21 OCT 2010 to 18 NOV 2010



ST. PETERSBURG, FLORIDA Amdt 7 10266

SE-3, 21 OCT 2010 to 18 NOV 2010

ST. PETERSBURG/ ALBERT WHITTED (SPG)



**FLORIDA** 128

> RWY 17L: MALSR. TDZL. PAPI(P4L)-GA 3.0° TCH 68'. RWY 35R: PAPI(P4L)—GA 3.0° TCH 76'. Thid dspicd 930'. RWY 04-22: H5903X150 (ASPH) S-80, D-130, 2S-165, 2D-235

ST PETERSBURG-CLEARWATER INTL (PIE)

11 B S4 FUEL 100. JET A. A1+

RWY 17L-35R: H9730X150 (ASPH-GRVD)

2D-320, 2D/2D2-700 HIRL

Class I. ARFF Index C

MIRI

RWY 09-27: H5165X150 (ASPH) S-60, D-115, 2S-146, 2D-200 MIRI RWY 09: REIL. PAPI (P4L)-GA 3.5° TCH 59'. Pole.

NOTAM FILE PIE

CL

8 N

3405

ASDA-9650 LDA-8720 AIRPORT REMARKS: Attended continuously, Birds on and invof arpt, Rwy 17L touchdown, midfield and rollout runway visual range avbl. Rwy 17R-35L dalgt VFR use only, used as Igtd Twy A at ngt. In minimum visibility conditions bright lgts on highway N of arpt may be mistaken for rwy lgts. Noise sensitive area 5 miles north extending 1

clsd, ACTIVATE MIRL Rwy 04-22 and Rwy 09-27, HIRL Rwy 17L-35R and twy lgts-CTAF. Flight Notification

0X 1. 2

UTC-5(-4DT)

TPA-811(800)

S-75, D-195, 2S-175,

N27°54.60′ W82°41.25′

IRA

MIAMI

IAP. AD

H-8H, L-21D, 24F

Golf Course

35R 🛪

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RWY 27: REIL, VASI(V4L)-GA 3.0° TCH 52'.

RWY 04: REIL. PAPI(P4L)-GA 3.0° TCH 31'. RWY 22: REIL, PAPI(P4L)-GA 3.0° TCH 35', Road.

RWY 17R-35L: H4000X75 (ASPH) S-75, D-150, 2S-175, 2D-220.

2D/2D2-500 RWY 35L: PAPI(P2L)-GA 4.0° TCH 40'. Thid dspicd 558'. Acft.

LAND AND HOLD SHORT OPERATIONS DAILUNG HOLD SHORT POINT DIST AVBL RWY 04 09-27 4286 RWY NA 04-22 4733 RWY 17L 04 - 227557 RWY 22 17L-35R 4514

09 - 27RUNWAY DECLARED DISTANCE INFORMATION

RWY 35R

RWY 17L: TORA-9730 TODA-9730 ASDA-9180 LDA-9180

RWY 35R: TORA-9730 TODA-9730

Service (ADCUS) avbl.

mile east and west of localizer southbound to shoreline. Turbojets landing Rwy 17L and departing Rwy 35R are to use published noise abatement procedures. Banner towing prohibited on arpt. Twy T west of Twy C is restricted to acft with wingspans of less than 49 ft. PPR for use of compass rose, ctc 727-539-0071. When twr

WEATHER DATA SOURCES: ASOS (727) 531-3456. HIWAS 116.4 PIE. COMMUNICATIONS: CTAF 118.3 ATIS 134.5 UNICOM 122.95

ST PETERSBURG RCO 123.6 122.45 122.2 122.1R 116.4T (ST PETERSBURG RADIO)

(R) TAMPA APP/DEP CON 125.3

TOWER 118.3 128.4 (1100-0400Z‡) GND CON 121.9 CLNC DEL 120.6

AIRSPACE: CLASS D svc 1100-0400Z tother times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE PIE

(H) VORTAC 116.4 PIE

Chan 111

N27°54.47′ W82°41.06′

at fld. 9/01E.

VORTAC unusable 076°-079° bvd 30 NM blo 3000′. VOR portion unusable 031°-054° bvd 21 NM blo 5000′.

156°-169° bvd 32 NM blo 3000′, 241°-247° bvd 30 NM blo 3000′, 276°-289° bvd 30 NM blo 3000′,

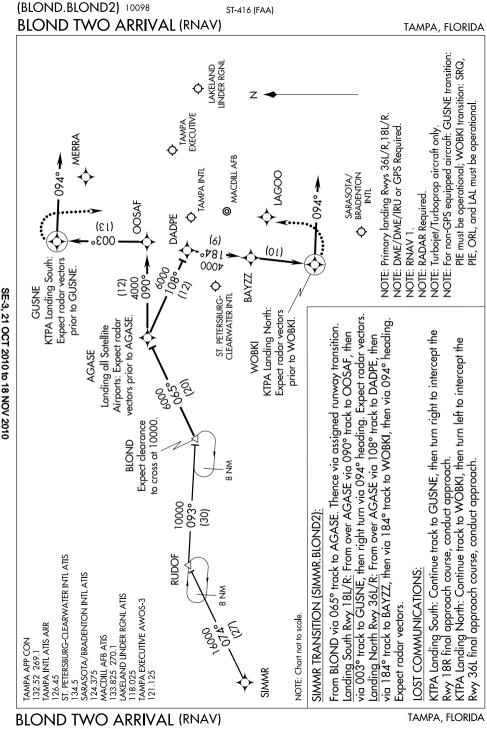
CAPOK NDB (LOM) 360 PI N27°59.71′ W82°42.23′ 172° 5.2 NM to fld. ILS 109.1 I-PIE Rwv 17L. Class IID. LOM CAPOK NDB. LOC BC Rwy 35R unusable byd 26° left of course and 23° rgt of course. LOM unmonitored.

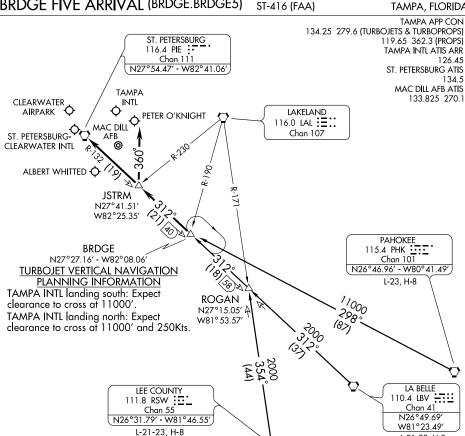
IL\$ 108.7 I-CWT Rwy 35R. Class IT. LOC unusable byd 27° right of course. COMM/NAV/WEATHER REMARKS: Emerg freq 121.5 not avbl at twr. HIWAS unusable 330°-151° byd 25 NM blo 5000'. Ctc

St Petersburg Radio for airport advisory service on 118.3 when twr is clsd.

SANFORD N28°47.10′ W81°14.60′ NOTAM FILE SFB. NDB (MHW) 408 SFB at Orlando Sanford, (NDB unmonitored when twr clsd.) JACKSONVILLE L-21D. 24F

L-21C. 22H





LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

### TAMPA INTL:

NOTE: Chart not to scale.

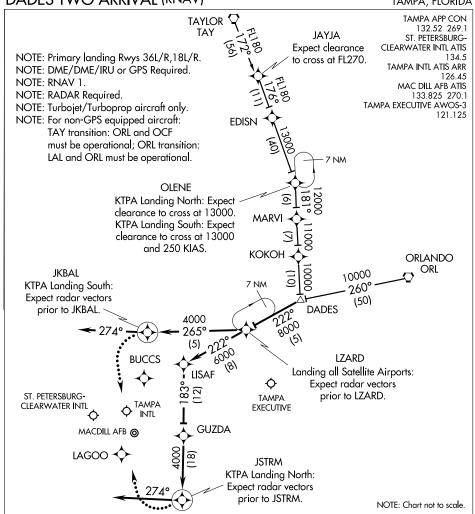
- . . . RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.
- . . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . . From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

L-21-23, H-8

21 OCT 2010 to 18 NOV 2010



### ORLANDO TRANSITION (ORL.DADES2):

### TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.

KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.

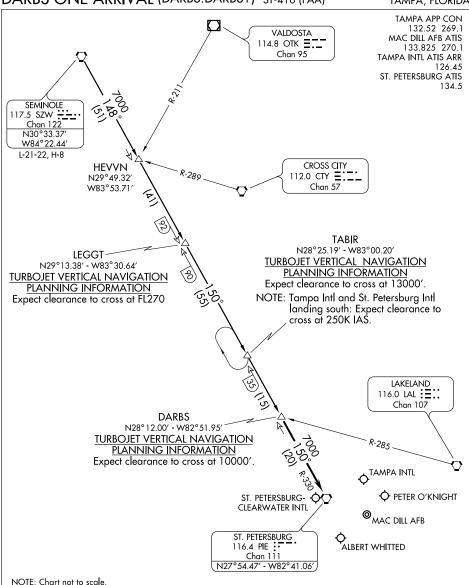
KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

### LOST COMMUNICATIONS:

SE-3, 21 OCT 2010 to 18 NOV 2010

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.

KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.



SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . . From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

NOTE: Chart not to scale.

TAMPA APP CON 134.5 ST. PETERSBURG-MACDILL AFB ATIS 134.25 279.6 126.45 CLEARWATER INTL ATIS TAMPA INTL ATIS ARR

ARRIVAL (RNAV) 133.825 270.1 121.125 TAMPA EXECUTIVE AWOS-3

Expect radar vectors prior to JSTRM.

(81)

Primary landing Rwys 36L/R, 18L/R. NOTE: DME/DME/IRŪ or GPS Required **~** 274°-

Landing All Satellite Airports:

KTPA Landing North and

GUZDA

MACDILL AFB

CLEARWATER INTL  $\diamondsuit$ ST. PETERSBURG-

JSTRM

EXECUTIVE TAMPA

700 (81)

**TAMPA** É

Expect radar vectors prior to JKBAL

KTPA Landing South:

JKBAL

SE-3, 21 OCT 2010 to 18 NOV 2010

**↑** 274° **–** 

KTPA Landing North:

DEAKK

Expect clearance to cross at 11000 and 250 KTS.

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For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ,

NOTE: Turbojet/Turboprop aircraft only.

RADAR Required.

RNAV 1

E E SOTE: E E AL, RSW, and LBV must be operational

Expect clearance to cross KTPA Landing South: at 11000.

¥Z 8 ¥ Z 8 310181

MO . જેલ જ ROGAN

15000 . 90, 90, 8 LA BELLE LBV 14000 - 354° (44)

PAHOKEE LEE COUNTY
RSW

SE-3, 21 OCT 2010 to 18 NOV 2010

KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L tinal approach course, conduct approach.

via 274° heading. Expect radar vectors. KTPA Landing North: From over DEAKK via 315° track to JSTRM, then

via 274° heading. Expect radar vectors.

OST COMMUNICATIONS

TAMPA, FLORIDA

KTPA Landing South: From over DEAKK via 315° track to JSTRM, then via 003° track to GUZDA, then via 004° track to JKBAL, then left turn

From ROGAN via 315° track to DEAKK. Thence via assigned

runway transition.

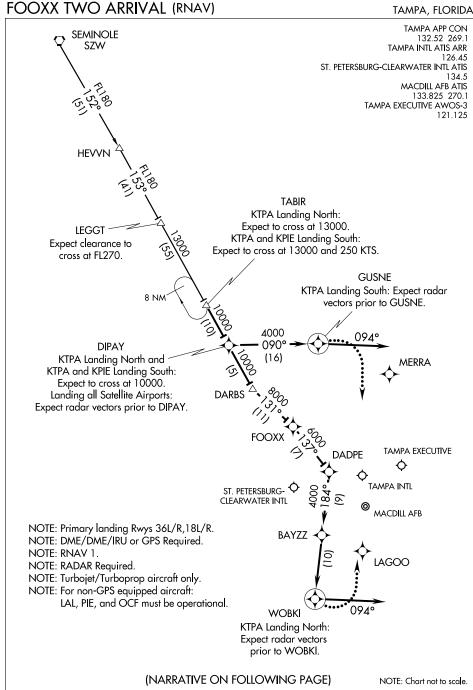
LEE COUNTY TRANSITION (RSW. DEAKK2):

A BELLE TRANSITION (LBV.DEAKK2)

PAHOKEE TRANSITION (PHK. DEAKK2):

DEAKK TWO ARRIVAL (DEAKK.DEAKK2)

(RNAV)



## FOOXX TWO ARRIVAL (RNAV)

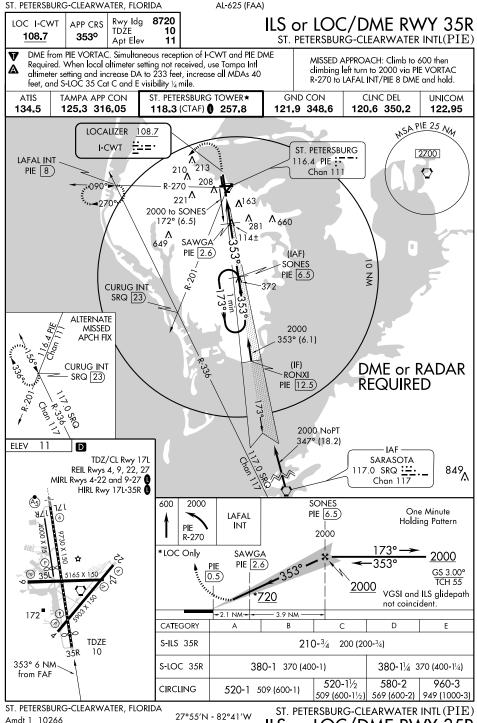
### SEMINOLE TRANSITION (SZW.FOOXX2):

From TABIR via 153° track to DIPAY, thence via assigned runway transition. Landing South Rwy 18L/R: From over DIPAY via 090° track to GUSNE, then via 094° heading. Expect radar vectors. Landing North Rwy 36L/R: From over DIPAY via 153° track to DARBS, then via 131° track to FOOXX, then via 137° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

### LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final appoach course, conduct approach.

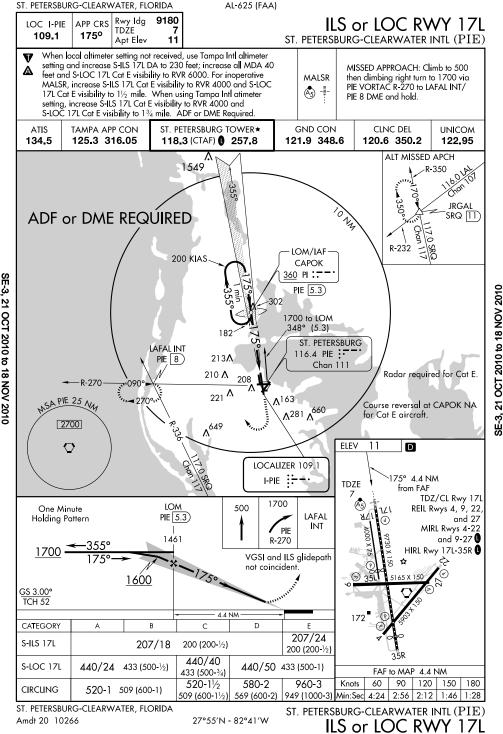
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

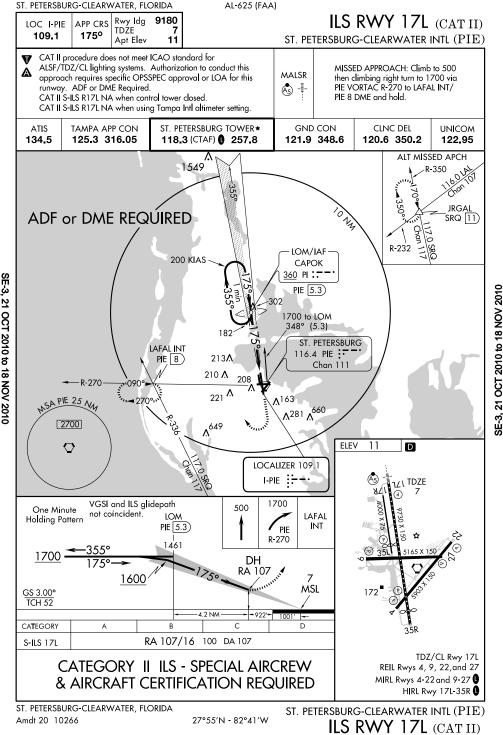


SE-3,

21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 35R





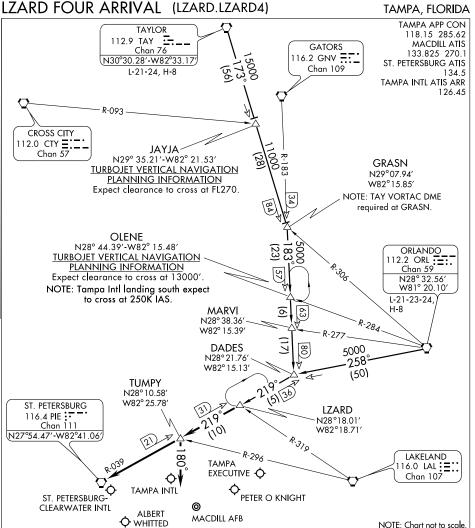
### LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned

Specific questions regarding these distances sho The Aeronautical Information Manual contains sp		•	•
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
IACKSONIVILLE EL	31	08-26	3,250 feet
JACKSONVILLE, FL CRAIG MUNI (CRG)	05	14-32	3,600 feet
OKAIO MONI (OKO)	14	05-23	3,650 feet
LAKELAND, FL		00 20	0,000 1001
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
, ,	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL	0.5	40.04	4.470.4
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
CINEANDO GAINI CIND (GI D)	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
OT DETERORUPO OF EARWATER FL	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL ST. PETERSBURG-CLEARWATER INTL			
(PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L 22	04-22 17L-35R	7,557 feet 4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL	COIL	00 21	0,400 1001
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
VEDO BEACH EL	36	09-27	3,750 feet
VERO BEACH, FL VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
VERO BEAGITIMONI (VICE)	23L	04 22	4,7000 1001
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

### TAMPA INTL:

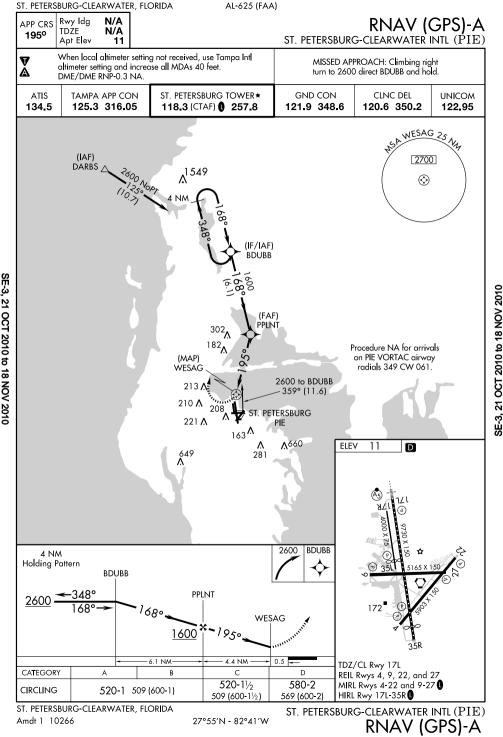
RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT. RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course. ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

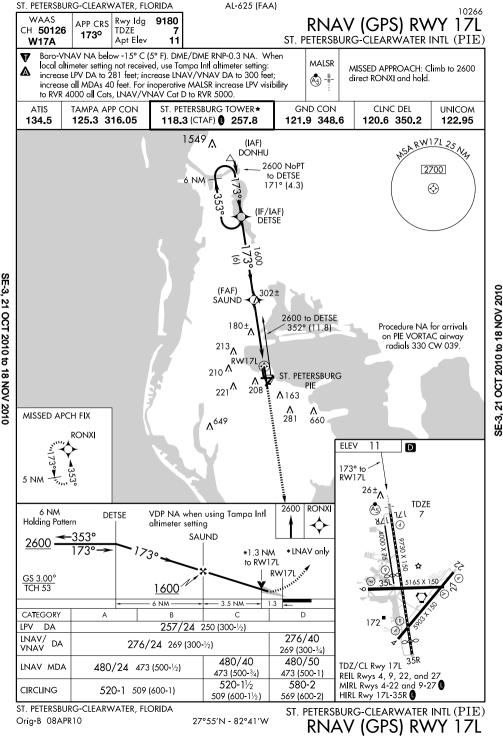
21 OCT 2010 to 18 NOV 2010

Amdt 2 07298 ST. PETERSBURG-CLEARWATER INTL (PTE) NORTH BAY VISUAL RWY 17L AL-625 (FAA) ST. PETERSBURG-CLEARWATER, FLORIDÁ ATIS 134.5 TAMPA APP CON LAKE125.3 316.05 TARPONST. PETERSBURG TOWER★ 118.3 (CTAF) 257.8 GND CON 121.9 348.6 CLNC DEL RADAR REQUIRED 120.6 350.2 UNICOM PROCEDURE NOT AUTHORIZED AT NIGHT 122.95 NOT AUTHORIZED WHEN TOWER NOT IN OPERATION Weather Minimums: 2100 feet ceiling and 3 miles visibility. PIE 6.4) LF OF MEXICO 1600 Recommended PIE 6 3 1500 Recommended LOM POWER PLANT CAPOK 360 PI: PIE 4 1900 Recommended COURTNEY-CAMPBELL OLD TAMPA BAY BRIDGE CAUSEWAY BRIDGE 35L ST. PETERSBURG 116.4 PIE Chan 111 35R WEST END GANDY BRIDGE 649 LOCALIZER 109.1 1NM 2 3 4 5 6 8 9 10 12 13 14 15 16 V NORTH BAY VISUAL APPROACH When cleared for a NORTH BAY VISUAL APPROACH, aircraft will proceed visually from over the power plant (PIE R-010 6 DME fix) heading 190° direct to the causeway bridge, then turn right to intercept the final approach course to Rwy 17L.

### NORTH BAY VISUAL RWY 17L

SE-3, 21 OCT 2010 to 18 NOV 2010





SE-3,

21 OCT 2010 to 18 NOV 2010

AL-625 (FAA)

RNAV (GPS) RWY 35R

CH 56226 353° ST. PETERSBURG-CLEARWATER INTL (PIE) Apt Elev 11 W35A When local altimeter setting not received, use Tampa Intl altimeter setting and V increase LPV DA to 233 feet, LNAV/VNAV DA to 471; increase all MDAs 40 feet. MISSED APPROACH: Climb A VDP and Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated to 2600 direct DETSE and Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). hold. DME/DME RNP -0.3 NA. ST. PETERSBURG TOWER★ **GND CON** CLNC DEL ATIS TAMPA APP CON UNICOM 125.3 316.05 121.9 348.6 120.6 350.2 122,95 134.5 118.3 (CTAF) 0 257.8 MISSED APCH FIX 6 NM Procedure NA for arrivals at PIE VORTAC airway radials 132 CW 151 <sup>213</sup> ST. PETERSBURG DETSE PIE <sup>210</sup>∧ RW35R 2000 to RONXI 208 174° (12.5) <sub>221</sub>^ 191± Λ<sub>660</sub> **^** 281 **SAWGA** 649 A 2.1 NM to RW35R 340 ^ (FAF) SONES W35R 25 NA 2700 (IF/IAF) **(** RÓNXÍ ELEV 11 D TDZ/CL Rwy 17L REIL Rwys 4, 9, 22, 27 MIRL Rwys 4-22 and 9-27 🕻 (IAF) HIRL Rwy 17L-35R ( RASOTA 849 SRQ 2600 DETSE VGSI and RNAV glidepath not coincident. 5 NM Holding Pattern **SONES** RONXI SAWGA 2.1 NM to \*LNAV on y RW35R \*1.2 NM to <u> 2000</u> RW35R RW35R

ST. PETERSBURG-CLEARWATER, FLORIDA Amdt 1 10266

353° to

RW35R

TDZE

10

27°55'N - 82°41'W

1.2 NM 0.9 NM

CATEGORY

LPV

LNAV/ DA

VNAV

DA

LNAV MDA

CIRCLING

720

3.9 NM

460-1 450 (500-1)

520-1 509 (600-1)

509 (600-11/2) ST. PETERSBURG-CLEARWATER INTL (PIE)

460-11/4

450 (500-11/4)

520-11/2

2000

6 1 NM

210-3/4 200 (200-3/4)

448-11/2 438 (500-11/2)

SE-3, 21 OCT 2010 to 18 NOV 2010

GS 3.00°

TCH 55

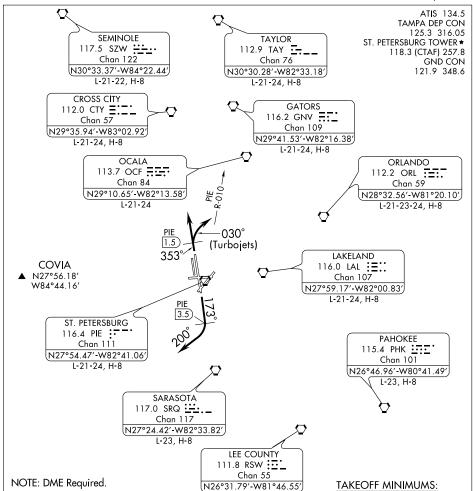
D

460-11/2

450 (500-11/2)

580-2

569 (600-2)



# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 173° until PIE VORTAC 3.5 DME, then turn right heading 200° or as assigned. Expect radar vectors to filed/assigned route, thence...

L-21-23, H-8

TAKE-OFF RWY 35R: TURBOJETS climb heading 353° until PIE VORTAC 1.5 DME, then turn right heading 030° to intercept and fly outbound on

the PIE R-010, thence... ALL OTHERS fly heading 353° or as assigned. Expect radar vectors to filed/assigned route. Thence...

Maintain 1600, expect further clearance to filed altitude 10 minutes after departure.

(CONTINUED ON NEXT PAGE)

### ST. PETE THREE DEPARTURE (PIE3.PIE) 08325

NOTE: Chart not to scale.

V

21 OCT 2010 to 18 NOV 2010

RWY 17L, 35R, Standard.

# SE-3, 21 OCT 2010 to 18 NOV 2010

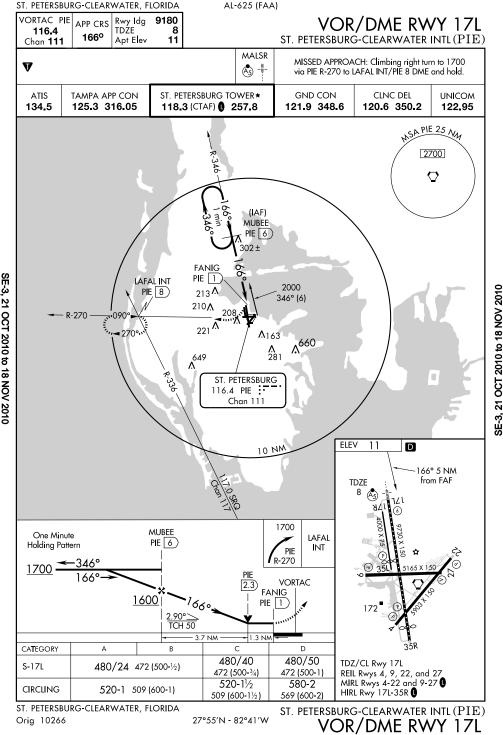
### TAKE-OFF OBSTACLES NOTES:

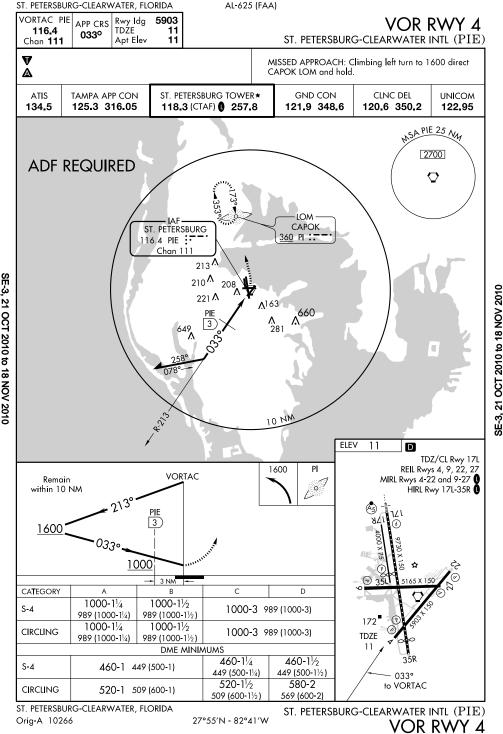
NOTE: RWY 17L, Bldg 689' from DER, 418' right of centerline, 35' AGL/44' MSL. Bldg 833' from DER, 439' right of centerline, 35' AGL/44' MSL. Signs beginning 909' from DER, 98' right of centerline, up to 49' AGL/58' MSL. Poles beginning 970' from DER, 114' right of centerline, up to 49' AGL/58' MSL. Sign 1,336' from DER, 198' left of centerline, 44' AGL/53' MSL. Tree 2,100' from DER, 996' right of centerline, 96' AGL/105' MSL. Ant on hopper 2583' from DER, 801' right of centerline, 80' AGL/ 89' MSL. Bldg 833' from DER, 439' right of centerline, 35' AGL/44' MSL. Signs beginning 909' from DER, 98' right of centerline, up to 49' AGL/58' MSL. Poles beginning 970' from DER, 114' right centerline, up to 49' AGL/58' MSL. Poles beginning 1,015' from DER, 103' left of centerline, up to 38' AGL/47' MSL. Sign

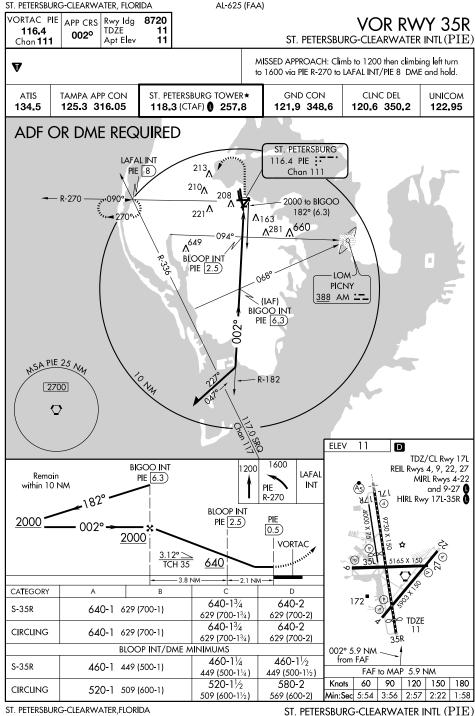
1,336' from DER, 196' left of centerline, 44 AGL/53' MSL. Tree 2,100' from DER, 996' right of centerline, 96' AGL/105' MSL. ANT on hopper 2583' from DER,

801' right of centerline, 80' AGL/89' MSL. NOTE: RWY 22, Trees 1,007' from DER, 109' left of centerline, up to 65'

AGL/74' MSL. Tree 1,629' from DER, 88" right of centerline, 61' AGL/70' MSL. Tower 5,591' from DER, 266' right of centerline, 153' AGL/168' MSL. NOTE: RWY 27, Poles beginning 188' from DER, 136' right of centerline, up to 66' AGL/75' MSL. Hangar lights 552' from DER, 450' right of centerline, 25' AGL/34' MSL. Poles beginning 605' from DER, 179' left of centerline, up to 40' AGL/49' MSL. Trees beginning 1,540' from DER, 224' left of centerline, up 57' AGL/66' MSL. ANT on tank 2,188' from DER, 712' left of centerline, 71' AGL/80' MSL.

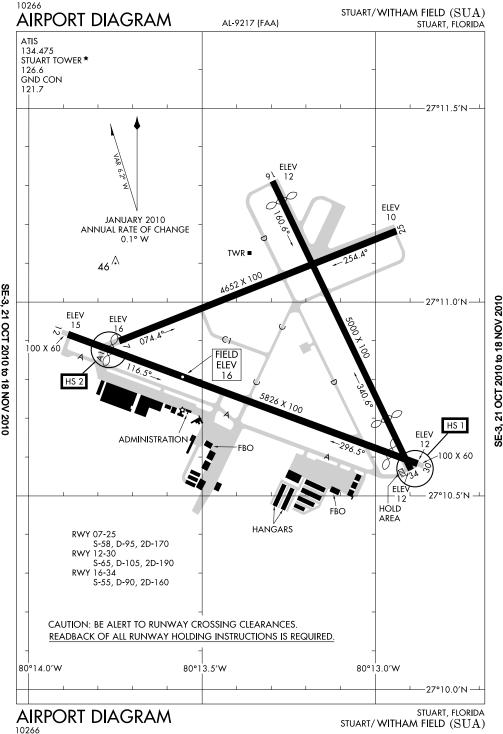






SE-3,

21 OCT 2010 to 18 NOV 2010



FLORIDA SEBRING RGNL (SEF) 6 SE UTC-5(-4DT) N27°27.38' W81°20.54' B S4 FUEL 100LL, JET A NOTAM FILE PIE RWY 18-36: H5234X150 (ASPH) S-26, D-50, 2D-85 MIRI RWY 18: REIL, PAPI (P4L), Trees. RWY 36: REIL, PAPI (P4L), Tree. RWY 14-32: H4990X100 (ASPH) S-26, D-50, 2D-85

COMMUNICATIONS: CTAF/UNICOM 122.7 SEBRING RCO 122.25 (ST PETERSBURG RADIO) R MIAMI CENTER APP/DEP CON 127.2 RADIO AIDS TO NAVIGATION: NOTAM FILE MIA. LA BELLE (L) VORTAC 110.4 LBV Chan 41 N26°49.69' W81°23.49' 003° 37.7 NM to fld. 30/01E. SEMINOLE

N30°33.37′ W84°22.44′ NOTAM FILE TLH.

SHELL CREEK AIRPARK

RCO 122.1R 117.5T (GAINESVILLE RADIO)

RCO 122.2 122.4 (GAINESVILLE RADIO)

(H) VORTAC 117.5 SZW Chan 122 at Tallahassee Commercial. 180/02E. HIWAS

SOUTH LAKELAND

NDB (MHW) 329

SPACE COAST RGNL

B S4

WITHAM FLD

STUART

SOUTHWEST FLORIDA INTL

SOYYA N30°52.30′ W85°13.50′

SMY

(SUA)

RWY 12-30: H5826X100 (ASPH-GRVD)

130

RWY 14: Thid dsplcd 290', Railroad.

(See LAKELAND)

(See TITUSVILLE)

WEATHER DATA SOURCES: AWOS-3 119.475 (863) 655-6424.

(See PUNTA GORDA)

(See FT MYERS)

NOTAM FILE GNV.

NOTAM FILE MIA

S-65, D-105, 2D-190

RWY 32: Fence. AIRPORT REMARKS: Attended Mon-Fri 1230-2300Z±, Sat-Sun 1200-2200Z±, For fuel after hrs call 863-655-6455.

134° 3.0 NM to Marianna Muni, NDB unmonitored 0300-11007±.

ΜΙΔΜΙ

ΙΔΡ

H-8H, L-21D, 23B

JACKSONVILLE

NEW ORLEANS

H-8H, L-21D, 22I

L-21C, 22I Residentia ¢ Residential **C3** Area Residential

1 SE UTC-5(-4DT) N27°10.90′ W80°13.28′ MIAMI H-81 1-23C MIRL IAP. AD Rwy 7-25: 4652 X 100 Rwy 16-34: 5000 X 100 €3 Œ Œ Residentia Residential

RWY 12: REIL. PAPI (P4L)-GA 3.0° TCH 33°. Thid dspicd 648'. RWY 30: REIL. PAPI (P4L)-GA 3.0° TCH 26'. Thid dspicd 460'. RWY 16-34: H5000X100 (ASPH) S-55, D-90, 2D-160 RWY 16: Thid dspicd 336'. Tree. Tree. RWY 07-25: H4652X100 (ASPH) S-58, D-95, 2D-170

FUEL 100LL, JET A

RWY 34: Thid dspicd 880'.

RWY 07: PAPI(P2L). Tree. RWY 25: PAPI(P2L). Trees. AIRPORT REMARKS: Attended 1200-0100Z‡, Birds on and invof arpt.

Acft with wingspan exceeding 79 ft are prohibited from operating on Twy A between Twy C and the apch end Rwy 12 when acft with wingspan exceeding 79 ft is on apch to ldg or tkf Rwy 12-30. PPR for acft exceeding rwy weight capacity. Touch and Go ops permitted Mon-Sat (except New Years, Christmas and Thanksgiving) 1400Z‡ until 2 hrs past SS and are limited to 3 ops per pilot per day. Stop and Go ops and intersection tkfs strongly discouraged at all times. Stage 1 and 2 jet ops strongly discouraged 0300-1200Z±. Noise sensitive areas all quadrants. For noise abatement procedures call arpt management, phone number 772-221-2374. MIRL Rwy 12-30 and

Rwy 07-25 preset med ints dusk-0400Z±, ACTIVATE REIL Rwys 12 and 30 and after 0400Z±, ACTIVATE MIRL Rwy 12-30 and Rwy 07-25—CTAF. PAPI Rwys 12, 30, 07, and 25 operate continuously. WEATHER DATA SOURCES: AWOS-3 (772) 692-7399.

COMMUNICATIONS: CTAF 126.6 ATIS 134.475 (R) PALM BEACH APP/DEP CON 132.8 (STEWART) STUART TOWER 126.6 (1200-0100Z‡) **GND CON 121.7** 

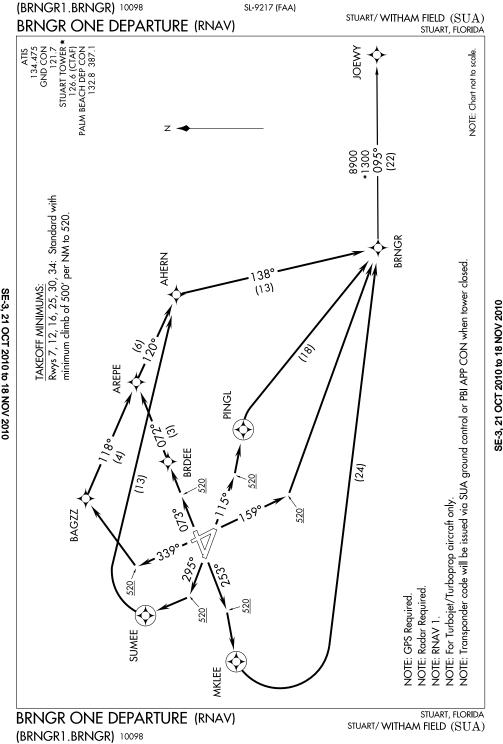
AIRSPACE: CLASS D svc 1200-0100Z tother times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE VRB. VERO BEACH (H) VORTAC 117.3

**2AWIH** 

VRB

Chan 120 N27°40.71′ W80°29.38′

158° 33 NM to fld. 20/04W.



STUART, FLORIDA

V

## BRNGR ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

<u>TAKEOFF RWY 7:</u> Climb heading 073° to 520, then direct BRDEE, then via depicted route to BRNGR. Thence....

TAKEOFF RWY 12: Climb heading 115° to 520, then left turn direct PINGL, then right turn direct BRNGR. Thence....

TAKEOFF RWY 16: Climb heading 159° to 520, then left turn direct BRNGR. Thence...

TAKEOFF RWY 25: Climb heading 253° to 520, then right turn direct MKLEE, then left turn direct BRNGR. Thence....

TAKEOFF RWY 30: Climb heading 295° to 520, then right turn direct SUMEE, then right turn direct AHERN, then via depicted route to BRNGR. Thence....

<u>TAKEOFF RWY 34:</u> Climb heading 339° to 520, then right turn direct BAGZZ, then via depicted route to BRNGR. Thence....

....via JOEWY transition, maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

### JOEWY TRANSITION (BRNGR1.JOEWY):

## TAKEOFF OBSTACLE NOTES:

Rwy 7: Trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL. Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL.

Rwy 12: Pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL. Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL.

Rwy 16: Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL.

Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL.

Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL.

Rwy 25: Storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL.

Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL.
Rwy 30: Trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL.

Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL. Rwy 34: Trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL. Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

#### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DAYTONA BEACH, FL DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
HOLLYWOOD, FL		
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 27R departures.
	HS 2	The hold line for Rwy 36L is also the hold line for Rwy 09R.
	HS 3	Aircraft taxiing on Twy L westbound to depart on Rwy 18R-36L.
MIAMI, FL		
MIAMI INTL (MIA)	HS 1	Short twy risk.
	HS 2	Short twy risk.
	HS 3	Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 4	Short twy between rwys.

ORLANDO, FL
ORLANDO SANFORD INTL (SFB) HS 1

ORLANDO SANFORD INTL (SFB)

HS 1

Twy C is beyond the Rwy 09C APCH hold sign and marking.

HS 2

Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.

STUART, FL

21 OCT 2010 to 18 NOV 2010

WITHAM FIELD (SUA) HS 1 Intersecting rwys, wrong rwy departure risk.

HS 2 Rwy 12 and Twy A1.

<sup>\*</sup>See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

STUART, FLORIDA Orig 08APR10

SE-3, 21 OCT 2010 to 18 NOV 2010

STUART/ WITHAM FIELD (SUA) RNAV (GPS) RWY 12

SE-3, 21 OCT 2010 to 18 NOV 2010

27°11′N-80°13′W

STUART, FLORIDA Orig 08APR10

REIL Rwys 12 and 30 🗓

MIRL Rwys 12-30 and 7-25

SE-3,

21 OCT 2010 to 18 NOV 2010

STUART/ WITHAM FIELD (SUA) RNAV (GPS) RWY 30

480-11/2

464 (500-11/2)

360-11/4

344 (400-11/4)

580-2

564 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010

460-1

444 (500-1)

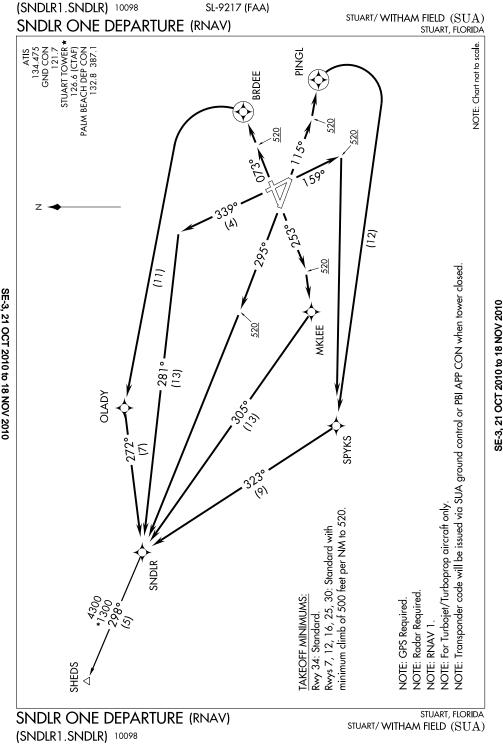
360-1 344 (400-1)

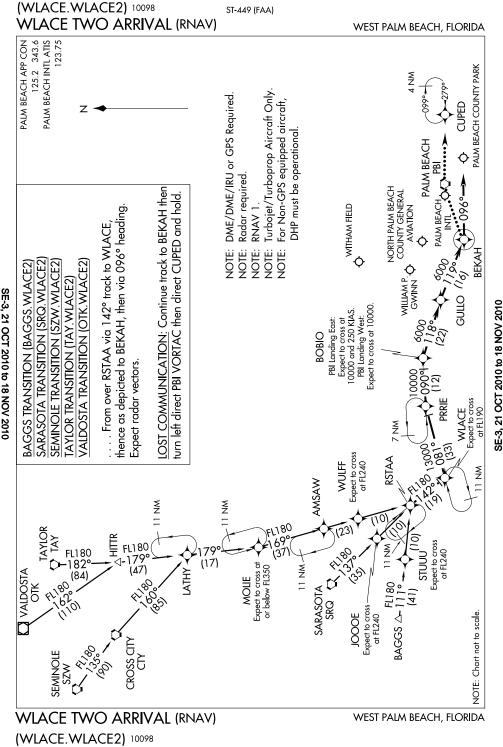
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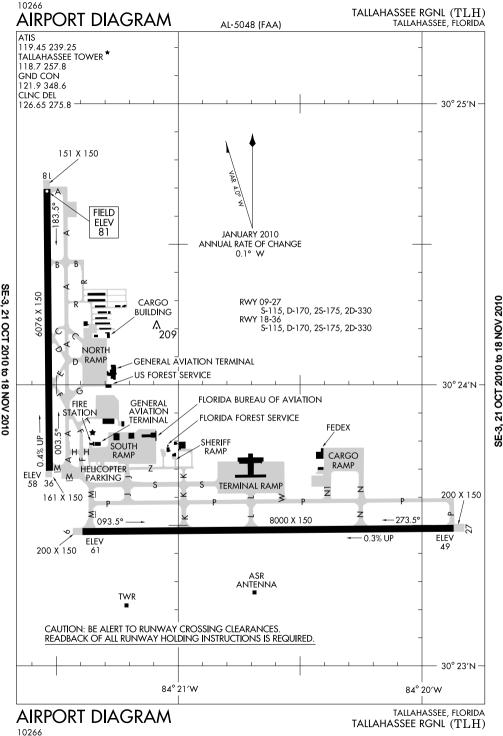
464 (500-1)

LNAV MDA

CIRCLING







131 FLORIDA

HIRL

SUWANNEE CO (See LIVE OAK)

2D-330

TALLAHASSEE RGNL 4 SW UTC-5(-4DT) N30°23.79' W84°21.02' (TLH)

OX 1.3 Class I. ARFF Index C

S-115, D-170, 2S-175, 2D-330

JACKSONVILLE NOTAM FILE TLH H-8H, L-21D, 221

IAP, AD

3

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JACKSONVILLE

L-21D, 22I IAP

Profile of Rwy 09-27 restricts visibility from thid of 09 to thid of

0.4% up N RWY 18: REIL. PAPI(P4L)-GA 3.0° TCH 46'. Tree.

RWY 36: MALSR. PAPI(P4L).

RWY 09: REIL. PAPI(P4L)-GS 3.0° TCH 57'. RWY 27: ALSF2, TDZL, PAPI(P4L)—GA 3.0° TCH 55'. RWY 18-36: H6076X150 (ASPH-GRVD) S-115, D-170, 2S-175,

B S4 FUEL 100LL, JET A

RWY 09-27: H8000X150 (ASPH-GRVD)

HIRL

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt.

27. Movement area of Twy Z begins at the intersection of Twy J and proceeds east to the intersection of Twv K; this twv is not used by air carrier ops. Asph between Twys J and M is for

helicopter ops, Twy Z from Twy M to the ramp is open to acft with wingspan of 50' or less. When twr clsd ACTIVATE HIRL Rwy 09-27, Rwy 18-36, PAPI Rwy 09, Rwy 27, Rwy 18, Rwy 36, MALSR Rwv 36 and REIL Rwv 09 and 18-CTAF, ALSF 2 Rwv 27 preset on medium ints.

WEATHER DATA SOURCES: ASOS (850) 576-3665. COMMUNICATIONS: CTAF 118 7 ATIS 119 45 **IINICOM** 122 95 SEMINOLE RCO 122.1R 117.5T (GAINESVILLE RADIO)

SEMINOLE RCO 122.4 122.2 (GAINESVILLE RADIO) (R) APP/DEP CON 128.7 (181°-360°) 135.8 (001°-180°) 133.85 (1100-0400Z±) JAX CENTER APP/DEP CON 128.625 (0400-1100Z±)

**GND CON 121.9** TOWER 118.7 (1100-0400Z‡) **CLNC DEL** 126.65

AIRSPACE: CLASS C svc 1100-0400Z t ctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE TLH. SEMINOLE (H) VORTAC 117.5 SZW

WAKUL NDB (HW/LOM) 379 TL N30°19.57′ W84°21.50′ 007° 4.2 NM to fld.

ILS 110.3 I-TLH Rwy 36. Class IB. LOM WAKUL NDB.

IIS 111 9 I-PI O

Rwy 27. Class IIE. (ILS unmonitored when twr clsd). ASR (1100-0400Z‡)

TALLAHASSEE/HAVANA

8 NW

UTC-5(-4DT) N30°32.84′ W84°22.43′

#### TALLAHASSEE COMMERCIAL B NOTAM FILE GNV

**2AWIH** 

(68J) RWY 16-34: H3249X62 (ASPH-TURF) S-12.5 RWY LGTS (NSTD)

RWY 16: Thid dsplcd 253', P-Line. RWY 34: Dsplcd thid 1189'. Trees.

AIRPORT REMARKS: Unattended, Arpt CLOSED indef, CLOSED due to pending arpt construction, Rwy 16 first 250' CLOSED indef, Rwy

16-34 surface cracking. Rwy 16-34 has a 50' asphalt center with a 6' turf edge on each side. Rwy lgts 10 watt at 200' intervals. Non-FAA approved low intensity lgts.

SEMINOLE RCO 122.1R 117.5T (GAINESVILLE RADIO) (R) TALLAHASSEE APP/DEP CON 128.7 (1100-0400Z‡)

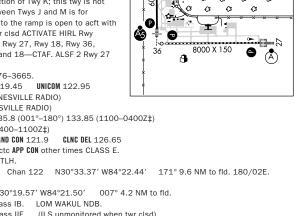
JAX CENTER APP/DEP CON 128.625 (0400-1100Z±)

WEATHER DATA SOURCES: HIWAS 117.5 SZW. COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE TLH.

SEMINOLE (H) VORTAC 117.5 SZW Chan 122

N30°33.37' W84°22.44′ at fld. 180/02E. HIWAS.

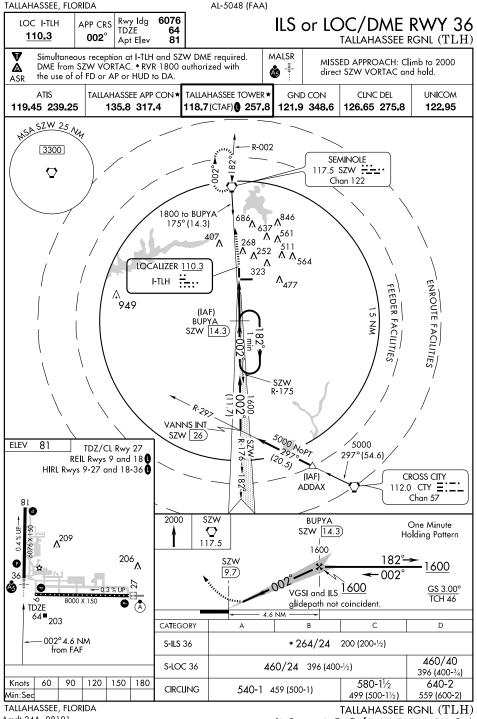


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HI-VOR/DME or TACAN RWY 36

SE-3, 21 OCT 2010 to 18 NOV 2010

Amdt 2 08017

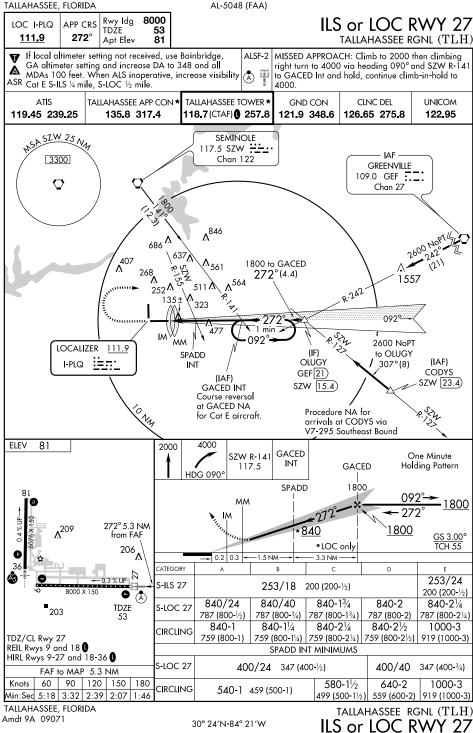


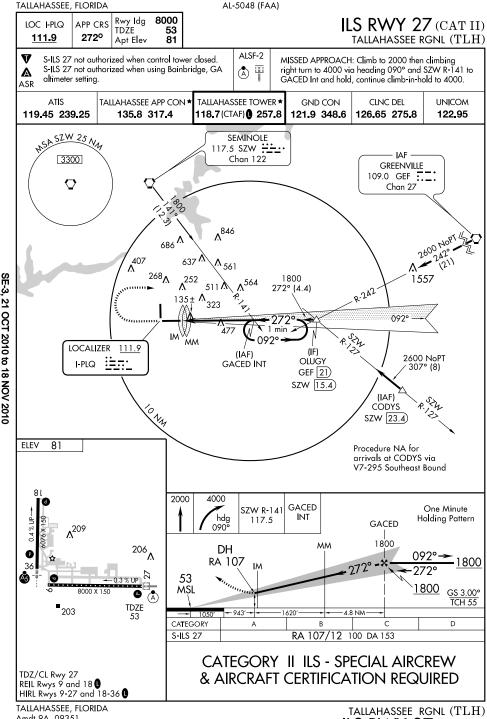
Amdt 24A 08101

SE-3,

21 OCT 2010 to 18 NOV 2010

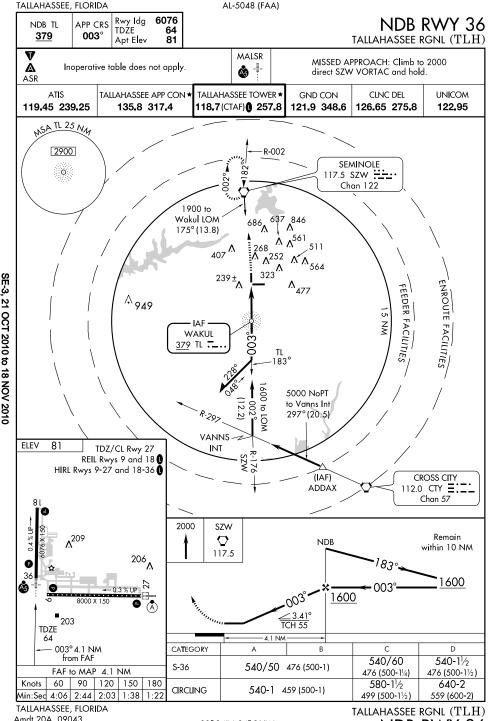
30° 24′N-84° 21′W ILS or LOC/DME RWY 36





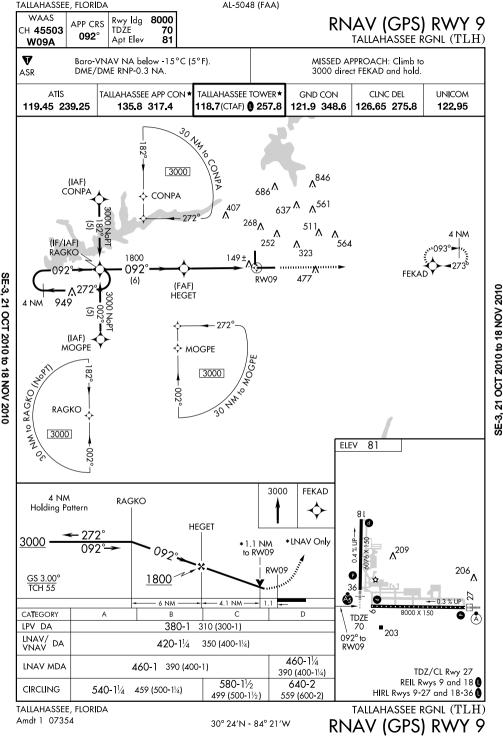
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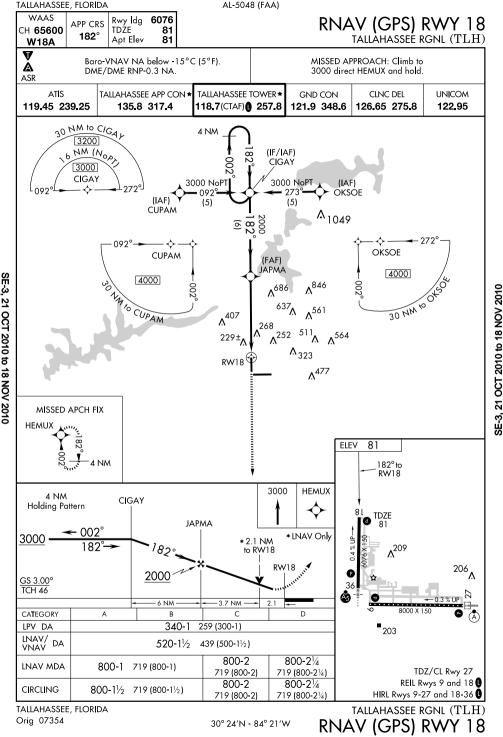
ILS RWY 27 (CAT II)

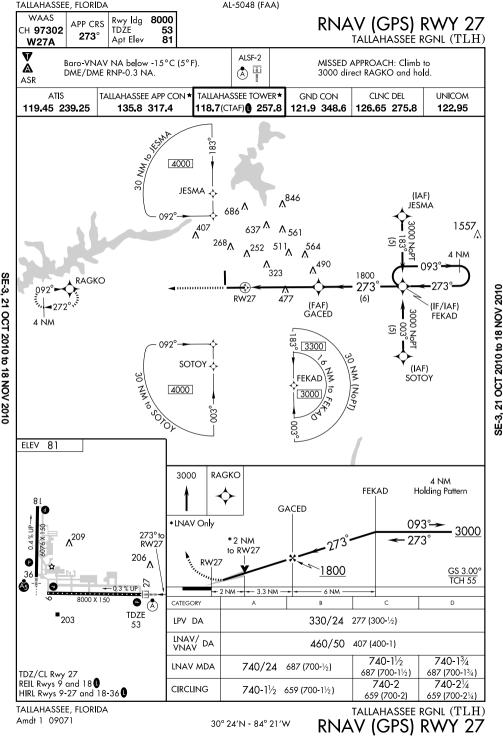


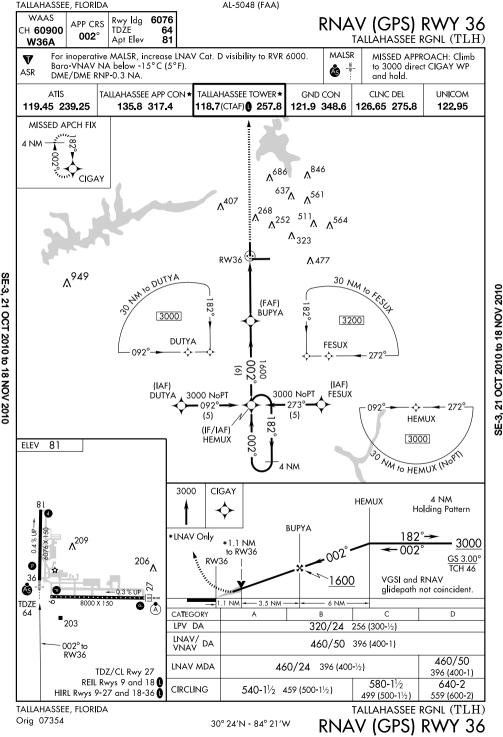
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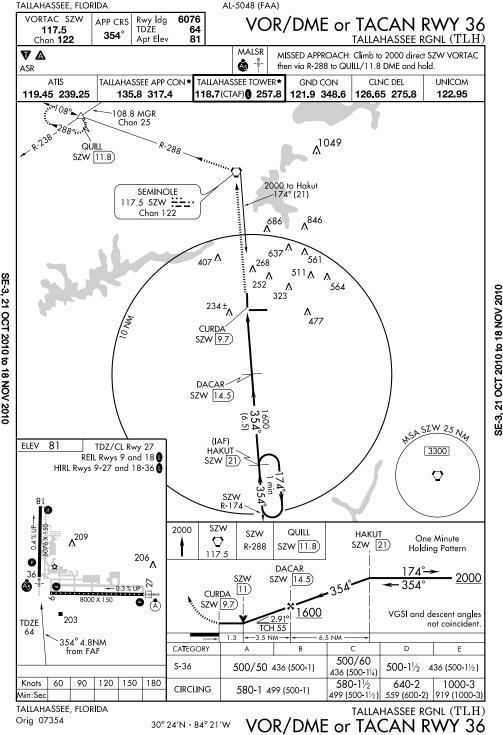
NDB **RWY 36** 

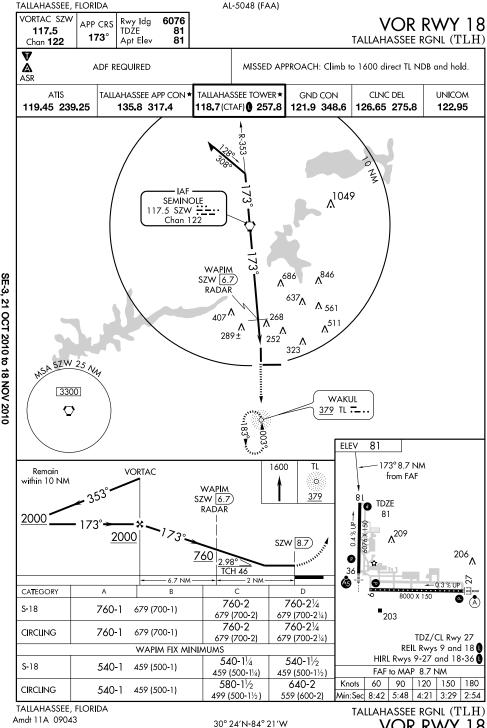












RW

131 FLORIDA

HIRL

SUWANNEE CO (See LIVE OAK)

2D-330

TALLAHASSEE RGNL 4 SW UTC-5(-4DT) N30°23.79' W84°21.02' (TLH)

OX 1.3 Class I. ARFF Index C

S-115, D-170, 2S-175, 2D-330

JACKSONVILLE NOTAM FILE TLH H-8H, L-21D, 221

IAP, AD

3

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JACKSONVILLE

L-21D, 22I IAP

Profile of Rwy 09-27 restricts visibility from thid of 09 to thid of

0.4% up N RWY 18: REIL. PAPI(P4L)-GA 3.0° TCH 46'. Tree.

RWY 36: MALSR. PAPI(P4L).

RWY 09: REIL. PAPI(P4L)-GS 3.0° TCH 57'. RWY 27: ALSF2, TDZL, PAPI(P4L)—GA 3.0° TCH 55'. RWY 18-36: H6076X150 (ASPH-GRVD) S-115, D-170, 2S-175,

B S4 FUEL 100LL, JET A

RWY 09-27: H8000X150 (ASPH-GRVD)

HIRL

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt.

27. Movement area of Twy Z begins at the intersection of Twy J and proceeds east to the intersection of Twv K; this twv is not used by air carrier ops. Asph between Twys J and M is for

helicopter ops, Twy Z from Twy M to the ramp is open to acft with wingspan of 50' or less. When twr clsd ACTIVATE HIRL Rwy 09-27, Rwy 18-36, PAPI Rwy 09, Rwy 27, Rwy 18, Rwy 36, MALSR Rwv 36 and REIL Rwv 09 and 18-CTAF, ALSF 2 Rwv 27 preset on medium ints.

WEATHER DATA SOURCES: ASOS (850) 576-3665. COMMUNICATIONS: CTAF 118 7 ATIS 119 45 **IINICOM** 122 95 SEMINOLE RCO 122.1R 117.5T (GAINESVILLE RADIO)

SEMINOLE RCO 122.4 122.2 (GAINESVILLE RADIO) (R) APP/DEP CON 128.7 (181°-360°) 135.8 (001°-180°) 133.85 (1100-0400Z±) JAX CENTER APP/DEP CON 128.625 (0400-1100Z±)

**GND CON 121.9** TOWER 118.7 (1100-0400Z‡) **CLNC DEL** 126.65

AIRSPACE: CLASS C svc 1100-0400Z t ctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE TLH. SEMINOLE (H) VORTAC 117.5 SZW

WAKUL NDB (HW/LOM) 379 TL N30°19.57′ W84°21.50′ 007° 4.2 NM to fld.

ILS 110.3 I-TLH Rwy 36. Class IB. LOM WAKUL NDB.

IIS 111 9 I-PI O

Rwy 27. Class IIE. (ILS unmonitored when twr clsd). ASR (1100-0400Z‡)

TALLAHASSEE/HAVANA

8 NW

UTC-5(-4DT) N30°32.84′ W84°22.43′

#### TALLAHASSEE COMMERCIAL B NOTAM FILE GNV

**2AWIH** 

(68J) RWY 16-34: H3249X62 (ASPH-TURF) S-12.5 RWY LGTS (NSTD)

RWY 16: Thid dsplcd 253', P-Line. RWY 34: Dsplcd thid 1189'. Trees.

AIRPORT REMARKS: Unattended, Arpt CLOSED indef, CLOSED due to pending arpt construction, Rwy 16 first 250' CLOSED indef, Rwy

16-34 surface cracking. Rwy 16-34 has a 50' asphalt center with a 6' turf edge on each side. Rwy lgts 10 watt at 200' intervals. Non-FAA approved low intensity lgts.

SEMINOLE RCO 122.1R 117.5T (GAINESVILLE RADIO) (R) TALLAHASSEE APP/DEP CON 128.7 (1100-0400Z‡)

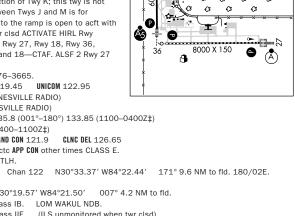
JAX CENTER APP/DEP CON 128.625 (0400-1100Z±)

WEATHER DATA SOURCES: HIWAS 117.5 SZW. COMMUNICATIONS: CTAF/UNICOM 122.8

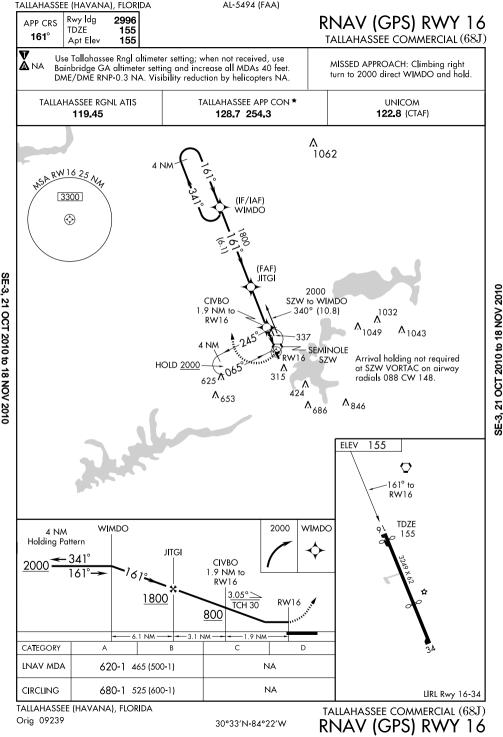
RADIO AIDS TO NAVIGATION: NOTAM FILE TLH.

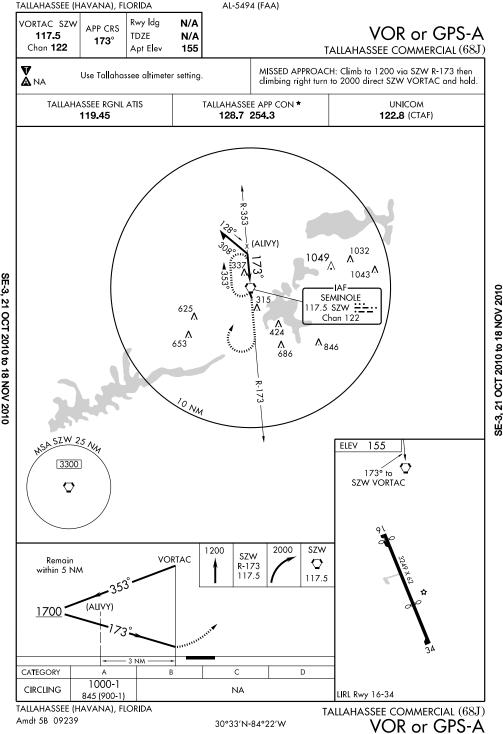
SEMINOLE (H) VORTAC 117.5 SZW Chan 122

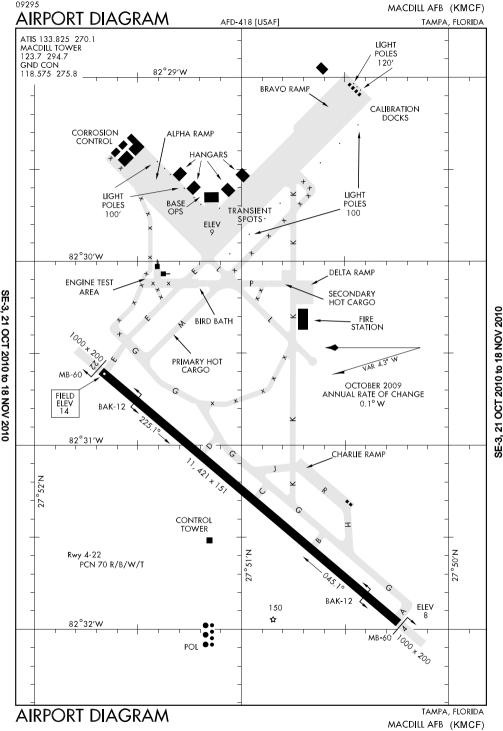
N30°33.37' W84°22.44′ at fld. 180/02E. HIWAS.



æ €3 €3 C3 C3







**LUUCE** N27°29.82′ W80°28.48′ NOTAM FILE FPR. MIAMI NDB (LOM) 338 FJ 094° 5.4 NM to St Lucie Co Intl. L-24F IYNNF N30°19.60′ W85°46.94′ NOTAM FILE PFN. NEW ORLEANS NDB (LOM) 278 PF 143° 8.6 NM to Panama City-Bay Co Intl. MACDILL AFB (MCF)(KMCF) AF (A) 4 S UTC-5(-4DT) N27°50.96′ W82°31.27′ ΜΙΔΜΙ В TPA—See Remarks Class I. ARFF Index Ltd. NOTAM FILE PIE Not insp. H-8H. L-21D. 24F RWY 04-22: H11421X151 (ASPH) PCN 70 R/B/W/T HIRL DIAP. AD RWY 04: ALSF1. PAPI(P4L). RWY 22: ALSF1. PAPI(P4L). ARRESTING GEAR/SYSTEM **RWY 04** ← HOOK MB60 (35' OVRN) HOOK BAK-12B(B) (1338') HOOK BAK-12B(B) (1397') HOOK MB60 (34'OVRN ) → RWY 22 MILITARY SERVICE: LGT NSTD ALS Rwy 22. Rwy 04 PAPI and ILS runway point of intercept not coincidental. Rwy 04-22 PAPI set for height group 3. A-GEAR Normal BAK-12B configuration, both ends in up/raised position. BAK-12B extension. JASU (A/M32A-86) (AM32-95) (M32A-60) FUEL J8 FLUID LPOX LOX TRAN ALERT Opr 1100-0300Z±. Fleet svc avbl, prior notice required. Limited tran parking for tactical acft; expect svc delay for tactical acft. Unable to svc acft with ordnance. Tran Alert is contract maintenance, all tran acft must land by 0230Z‡.

FLORIDA

99

MILITARY REMARKS: Opr 1100-0400Z±. See FLIP AP/1 Flight Hazard (Florida—R2901) and Supplementary Arpt Remarks and after burner procedures. RSTD Avoid overflight of the St. Petersburg land mass by at least 1.5 NM. PPR. Ctc Base OPS DSN 968-2929/2350, C813-828-2350/2929, for PPR number, for svc and other restrictions. PPR issued up to 7 days prior to arrival. PPR number good for request day only. Coordination of PPR acft must adhere to PPR +/-1 hr or PPR is invalid, exc for VIP acft. All Distinguished Visitor acft and all

outside of block time by telephone is required, or PPR number will be considered cancel except for VIP acft. All transient acft must ctc MacDill Cmd Post on 311.0 or DSN 968-4361/4362 (C813-828-4361) 60 min. but no later than 30 min prior to arr with all Distinguished Visitor codes, customs information and Space-A passenger information. PPR number good for req day only. Acft opr restricted during Bird Watch Condition Moderate (tkf or ldg permission only when dep and arr route avoid identification bird activity. No local IFR/VFR tfc pattern activity) and Severe (tkf and Idg prohibited without OG/CC approval), ctc ATIS, Twr, Comd Post, or Base OPS for current Bird Watch Conditions. Wing approve arr/dep only during closure time. No multiple IFR/VFR apchs for tran acft after 0300Z±. CAUTION Bird hazard. Expect heavy bird activity (Phase II Condition) from Nov 1-Feb 28. During

Phase II Bash period, 24 hr bird watch alert in effect. See FLIP AP/1 Supplementary Arpt Remarks for bird hazard information. On instrument apch to MacDill AFB Rwy 22, use caution during overflight of Peter O. Knight Arpt due to light acft traffic below apch leg 4 NM NE. Commercial acft cross apch to MacDill AFB enroute to Tampa Intl Arpt at and abv 2600'. For VFR apch to Rwy 22 keep entry leg over water. On instrument apch to Rwy

end. KC-10, C-5 and similar acft use caution when turning from Twy D onto Twy G southbound. Turn is approximately 120° and has no fillets. Recommend alternate taxi route or continue to end of rwy if possible.

04, use caution during overflight of Albert Whitted Arpt due to lgt traffic below apch leg 6 NM SW. Maintain rwy and twy centerline when exiting rwy. All acft making 180° turns on rwy, use hammerheads last 1,000' at each Uncontrolled VFR tfc in vicinity of KMCF below 1200'. NSTD overrun marking MacDill AFB on both ends. Official weather observation point is East-Southeast. Observation may not always be reports of conditions over the rwy or at either apch end. Full weather avbl 23/7; weather ctc DSN 968-4405/2854/2035; other times DSN

965-0939 thru 0934. Birdbath between Twy M and Twy E not for towing/taxiing acft. Birdbath only used for P-3, C-130, E-3A, KC-135 and B-737 acft, no fighters or helicopters. TFC PAT TPA—Rectangular 1100(1086) overhead 1600(1586). During VFR conditions the and touch and go acft maintain 1100' until dep end of rwy. CSTMS/AG/IMG CSTMS/AG/IMG See FLIP AP/1. MISC Winds are estimated to FMO-13 wind sensors being accurate

to within only +/- 4 knots. ATC/Weather will not include/relay wind correction into forecast/phraseology. Therefore, aircrews will incorporate a +/- 4 knot accuracy into their decision making process for flying opr. First 1000' Rwy-22 concrete, middle 9420' asphalt. RVR Rwy 22 may not be reliable due sensor location. Class B Airspace svc automatically terminates when acft is instructed to ctc twr. Weather ctc DSN

CONTINUED ON NEXT PAGE

968-4405/2854/2035. Automated wx information, DSN 968-2627. Wx station opr hr 1100-0400Z‡. AWOS in use. Tran aircrews may ctc 26 OWS for wx brief, DSN 781-4775 C318-456-4775. When possible, provide 2 hr

advance notice for all required briefings. Acft should be at taxi speed prior to 3500' remaining. When NVD ops

are in effect, ctc twr 10 min prior to arrival or departure for afld Igt adjustment. For info ctc DSN 968-2120/4822. NOTE: See Special Notices-Airspace delegated to MACDILL AFB.

100 **FLORIDA** 

#### CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: SEA ATIS 133 825 270 1 PTN 372 2

(R) TAMPA APP CON 124.95 354.0 TOWER 123.7 294.7 (1100-0400Z±) GND CON 118.575 275.8

(R) TAMPA DEP CON 119.9 290.3 (Rwv 04) 119.65 353.575 (Rwv 22)

6 AMW COMD POST (LIGHTING OPS) 311.0 321.0 PMSV METRO 344.6

AG See Global HF Systems listing in Flight Information Handbook.

RADIO AIDS TO NAVIGATION: NOTAM FILE MCF.

Chan 47 MCF (111.0) N27°51.68′ W82°30.81′ at fld. 14/4W. MP Fri 1200-1500Z‡. TACAN azimuth and DME unusable 261°-279° bvd 10 NM blo 5.000'.

ILS 109.5 I-MCF Rwy 04. Course line is offset 2.9° to SE, rwy heading is 045°. MP Tue-Wed 1200-1500Z±. Rwv 22. Course line is offset 2.7° to NE, rwv heading is 225°, MP Tue-Wed IIS 111 7 I\_GB7

MIRI

1200-1500Z‡. COMM/NAV/WEATHER REMARKS: MacDill surveillance radar provided by Tampa.

#### MARATHON

## THE FLORIDA KEYS MARATHON (MTH) 3 E UTC-5(-4DT) N24°43.57′ W81°03.08′

B S2 FUEL 100LL, JET A1 + LRA Class I, ARFF Index A NOTAM FILE MTH RWY 07-25: H5008X100 (ASPH-GRVD) S-75, D-129, 2D-191

RWY 07: REIL, PAPI(P4L)—GA 3.0° TCH 25', Tree.

RWY 25: PAPI(P4L)-GA 3.0° TCH 25', Antenna.

AIRPORT REMARKS: Attended 1300-2300Z±. For fuel after hrs call 305-743-4222 or 305-481-7615. 24 hr PPR for unscheduled air

greater than 79 ft, call aprt manager 305-289-6060. 24 hr PPR for acft exceeding rwy weight bearing capacity; call arpt manager 305-289-6060. MIRL Rwy 07-25 preset low ints; increase ints and ACTIVATE PAPI Rwy 07 and Rwy 25 and REIL Rwy 07-CTAF.

carrier ops with more than 9 passenger seats or wing spans

Arpt restricted to all acft with a wing overhang of more than 38.5 ft. Extremely noise sensitive area. Use NBAA close in noise

abatement procedures. Local ordinance rgr engine runups in designated areas on commercial ramp or FBO ramps from 0400-1200Z‡ and fines. Flight Notification Service (ADCUS)

available. WEATHER DATA SOURCES: ASOS 135.525 (305) 743-8373.

COMMUNICATIONS: CTAF/UNICOM 122 8 MIAMI CENTER APP/DEP CON 133.5

MARATHON RCO 122.6 (MIAMI RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE EYW.

KEY WEST (H) VORTAC 113.5 EYW Chan 82 N24°35.15′ W81°48.03′ 077° 41.8 NM to fld. 10/01E.

**2AWIH** MARATHON NDB (HW) 260 MTH N24°42 71' W81°05 72' 074° 2 5NM to fld NOTAM FILE MTH

MARATHON N24°42.71′ W81°05.72′ NOTAM FILE MTH NDB (HW) 260 MTH 074° 2.6 NM to The Florida Keys Marathon.

RCO 122 6 (MIAMI RADIO) at The Florida Keys Marathon

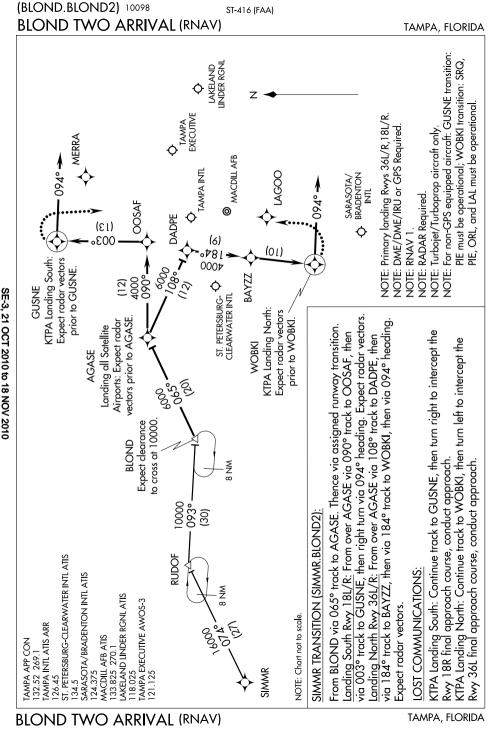
MIAMI

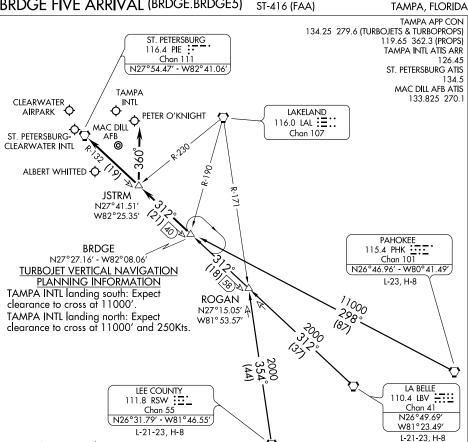
MIAMI

IAP

H-81. L-23C

H-81, L-23C





LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

#### TAMPA INTL:

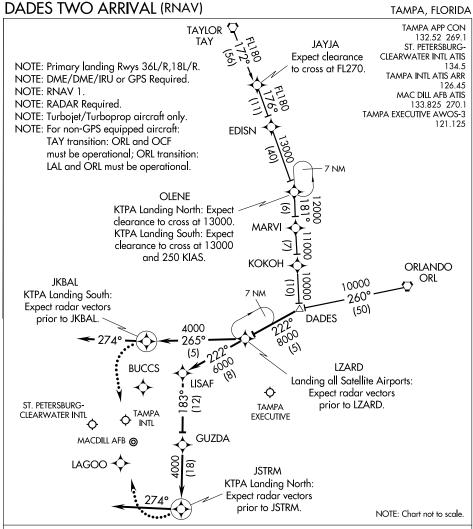
NOTE: Chart not to scale.

- . . . RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.
- . . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . . From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

21 OCT 2010 to 18 NOV 2010



## ORLANDO TRANSITION (ORL.DADES2):

#### TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.

KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.

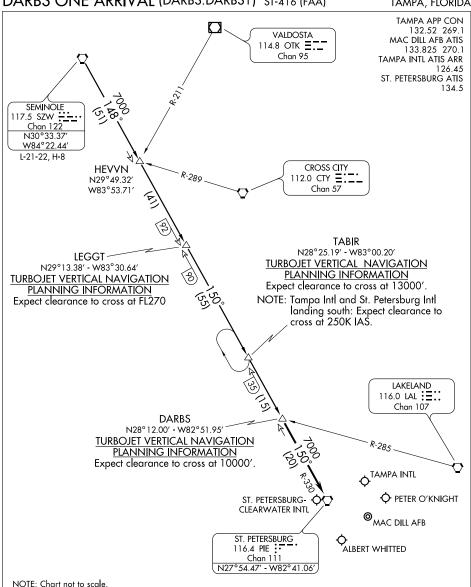
KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

## LOST COMMUNICATIONS:

SE-3, 21 OCT 2010 to 18 NOV 2010

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.

KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.



SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . . From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

NOTE: Chart not to scale.

TAMPA APP CON 134.5 ST. PETERSBURG-MACDILL AFB ATIS 134.25 279.6 126.45 CLEARWATER INTL ATIS TAMPA INTL ATIS ARR

ARRIVAL (RNAV) 133.825 270.1 121.125 TAMPA EXECUTIVE AWOS-3

Expect radar vectors prior to JSTRM.

(81)

Primary landing Rwys 36L/R, 18L/R. NOTE: DME/DME/IRŪ or GPS Required **~** 274°-

Landing All Satellite Airports:

KTPA Landing North and

GUZDA

MACDILL AFB

CLEARWATER INTL  $\diamondsuit$ ST. PETERSBURG-

JSTRM

EXECUTIVE TAMPA

700 (81)

**TAMPA** É

Expect radar vectors prior to JKBAL.

KTPA Landing South:

JKBAL

SE-3, 21 OCT 2010 to 18 NOV 2010

**↑** 274° **–** 

KTPA Landing North:

DEAKK

Expect clearance to cross at 11000 and 250 KTS.

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For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ,

NOTE: Turbojet/Turboprop aircraft only.

RADAR Required.

RNAV 1

SOTE: SOTE: E E AL, RSW, and LBV must be operational

Expect clearance to cross KTPA Landing South: at 11000.

¥Z 8 ¥ Z 8 310181

MO . જેલ જ ROGAN

15000 . 90, 90, 8 LA BELLE LBV 14000 - 354° (44)

PAHOKEE LEE COUNTY
RSW

SE-3, 21 OCT 2010 to 18 NOV 2010

KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L tinal approach course, conduct approach.

via 274° heading. Expect radar vectors. KTPA Landing North: From over DEAKK via 315° track to JSTRM, then

via 274° heading. Expect radar vectors.

OST COMMUNICATIONS

TAMPA, FLORIDA

KTPA Landing South: From over DEAKK via 315° track to JSTRM, then via 003° track to GUZDA, then via 004° track to JKBAL, then left turn

From ROGAN via 315° track to DEAKK. Thence via assigned

runway transition.

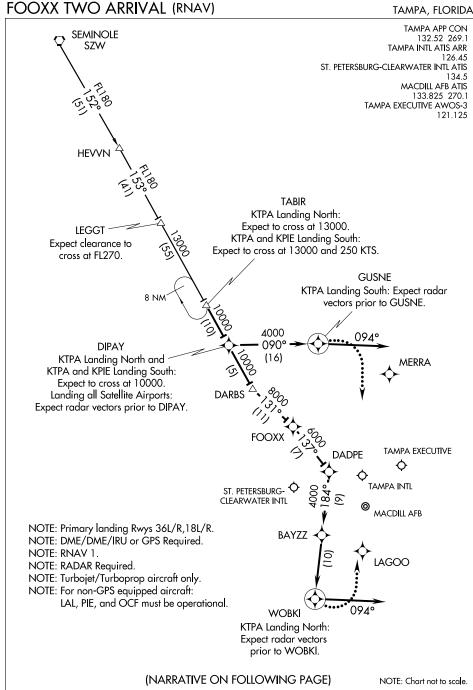
LEE COUNTY TRANSITION (RSW. DEAKK2):

A BELLE TRANSITION (LBV.DEAKK2)

PAHOKEE TRANSITION (PHK. DEAKK2):

DEAKK TWO ARRIVAL (DEAKK.DEAKK2)

(RNAV)



# FOOXX TWO ARRIVAL (RNAV)

TAMPA, FLORIDA

27°51′N-82°31′′W

MACDILL AFB (KMCF)

SE-3, 21 OCT 2010 to 18 NOV 2010

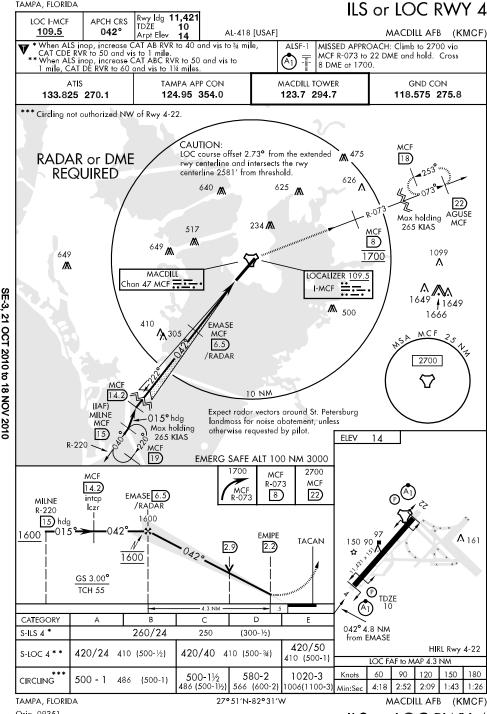
21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC RWY 22

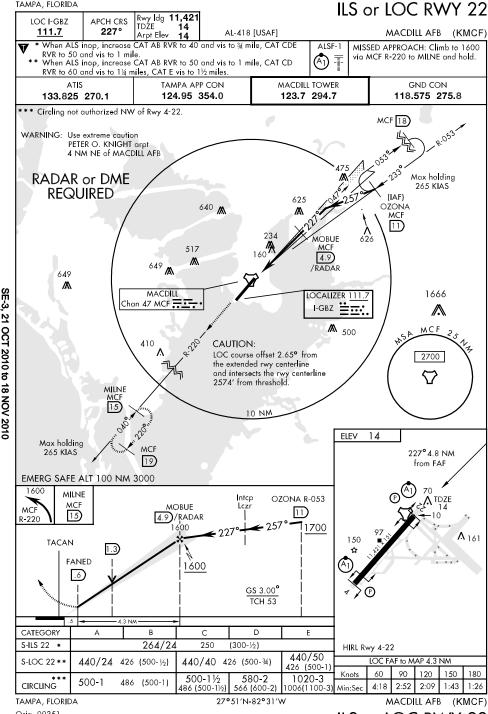
Orig 10042

SE-3, 21 OCT 2010 to 18 NOV 2010

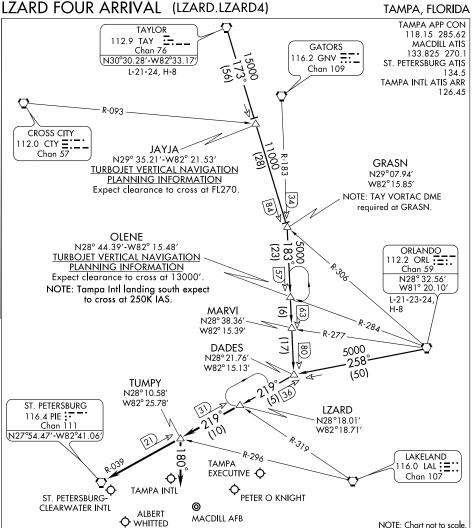
HI-TACAN RWY 4



TAMPA, FLORIDA



ILS or LOC RV



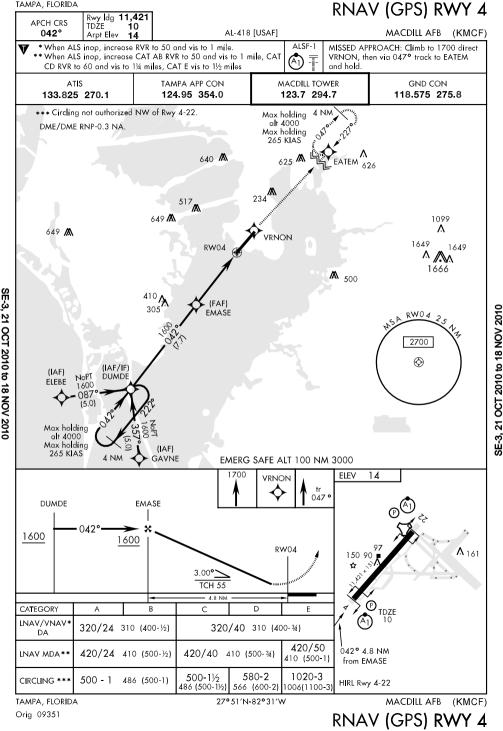
ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

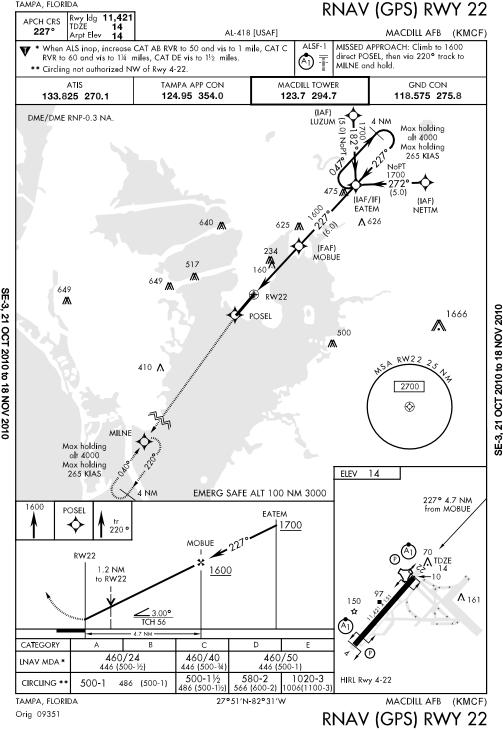
TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

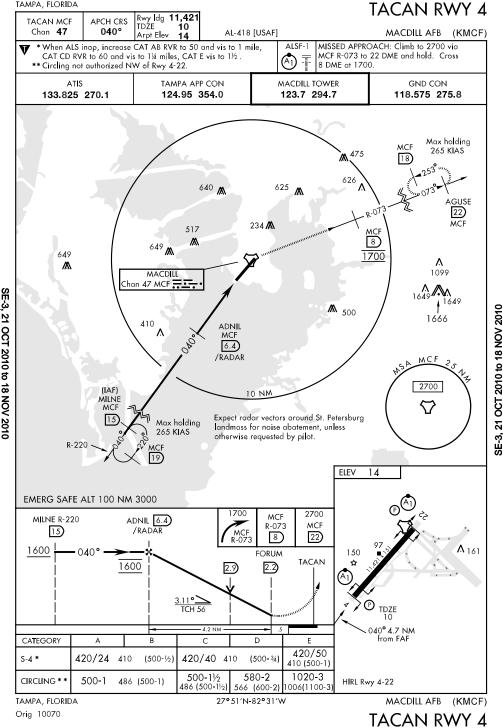
### TAMPA INTL:

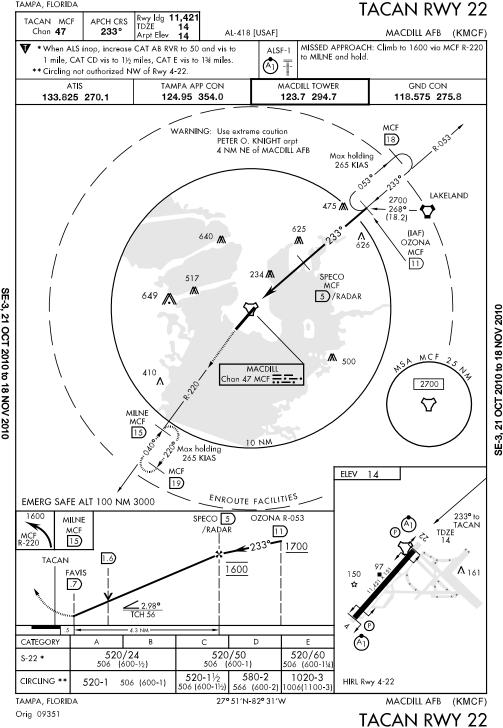
RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT. RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course. ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

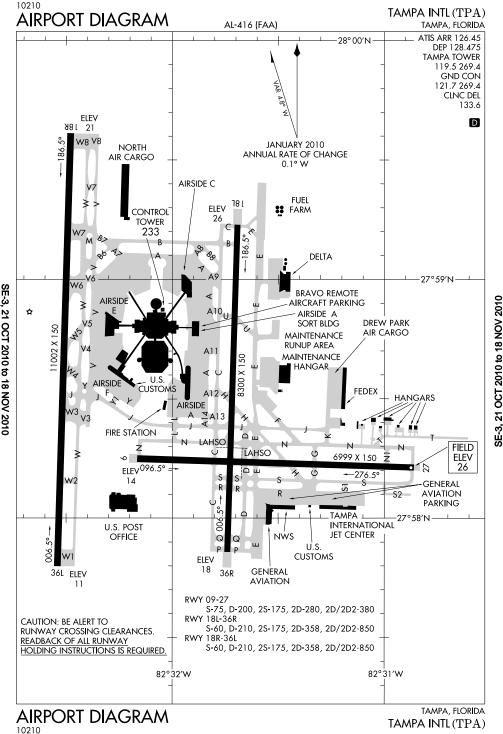
21 OCT 2010 to 18 NOV 2010











**FLORIDA** 

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MIAMI

IAP. AD

H-8H, L-21D, 24F

X

181

36R

TAMPA INTL (TPA) 6 W UTC-5(-4DT) N27°58.53′ W82°32.00′ S4 **FUEL** 100LL, JET A OX 1, 2 TPA—1000(1026)

Class I. ARFF Index E NOTAM FILE TPA

RWY 18R-36L: H11002X150 (CONC-GRVD) S-60, D-210, 2S-175. HIRL CL

S-75, D-200.

LDA-6999

DIST AVBL

RWY 18R: MALSR, TDZL, PAPI(P4L)-GA 3.0° TCH 71'.

RWY 36L: ALSF2, TDZL, PAPI(P4L) TCH 71'

RWY 18L-36R: H8300X150 (ASPH-CONC-GRVD) S-60, D-210,

2S-175, 2D-358, 2D/2D2-850 HIRI CI RWY 18L: ALSF2. TDZL. PAPI(P4L)-GA 3.0° TCH 72'.

RWY 36R: REIL, PAPI(P4L)—GA 3.0°, TCH 71'. RWY 09-27: H6999X150 (ASPH-CONC-GRVD)

2S-175, 2D-280, 2D/2D2-380 HIRL RWY 09: PAPI(P4L)—GA 3.0°, TCH 50', Trees.

RWY 27: PAPI(P4L)-GA 3.0°. TCH 53'.

2D-358, 2D/2D2-850

LAND AND HOLD SHORT OPERATIONS

LANDING HOLD SHORT POINT RWY 18L 09-27

5650 **RWY 27** 18L-36R 4350 RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-6999 TODA-6999 ASDA-6999 RWY 18L: TORA-8300 TODA-8300

ASDA-8300 LDA-8300 RWY 18R: TORA-11002 TODA-11002 ASDA-11002 LDA-11002 RWY 27: TORA-6999 TODA-6999 ASDA-6500 LDA-6500

RWY 361: TORA-11002 TODA-11002 ASDA-10800 LDA-10800 RWY 36R: TORA-8300 TODA-8300 ASDA-8300 LDA-8300 AIRPORT REMARKS: Attended continuously. Bird activity on and invof arpt. Rwy 09-27 not normally available to ops

over 75,000 pounds gross weight. Only acft with prior permission may use terminal apron; all others use General Aviation apron. Rwy 18L is noise sensitive to turbojet departures. Rwy 36R is noise sensitive to turbojet arrivals. Published noise abatement procedures in effect. Twy restrictions: Airplane design Group V or larger-Twy N west of Twy L unavailable. North 1500' Twy E also unavailable for wingspan greater than 171' unless PPR

from arct ops. Twy restrictions: Group IV acft with wingspan greater than 117'-twy lane E south of Twy S, and Twy R east of Twy D are non-movement areas and unavailable without PPR from arpt ops. TPA alt: Heavy and turbine acft 1500' AGL. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices-Continuous Power

Facilities and U.S. Special Customs Requirement. WEATHER DATA SOURCES: ASOS (813) 873-7228. LLWAS. COMMUNICATIONS: D-ATIS ARR 126.45 D-ATIS DEP 128.475 UNICOM 122.95

(R) APP/DEP CON 118.15 (001°-150°) 119.65 (151°-219°) 118.8 (220°-360°)

TOWER 119.5 119.05 GND CON 121.7 121.35 CLNC DEL 133.6

AIRSPACE: CLASS B See VFR Terminal Area Chart. 119.9 (001°-150°) 119.65 (151°-219°) 125.3 (220°-360°)

RADIO AIDS TO NAVIGATION: NOTAM FILE PIE. ST PETERSBURG (H) VORTAC 116.4 N27°54.47′ W82°41.06′ 062° 9 NM to fld. 9/01E. PIE Chan 111 HIWAS. HIWAS unusable 330°-151° byd 25 NM blo 5000'.

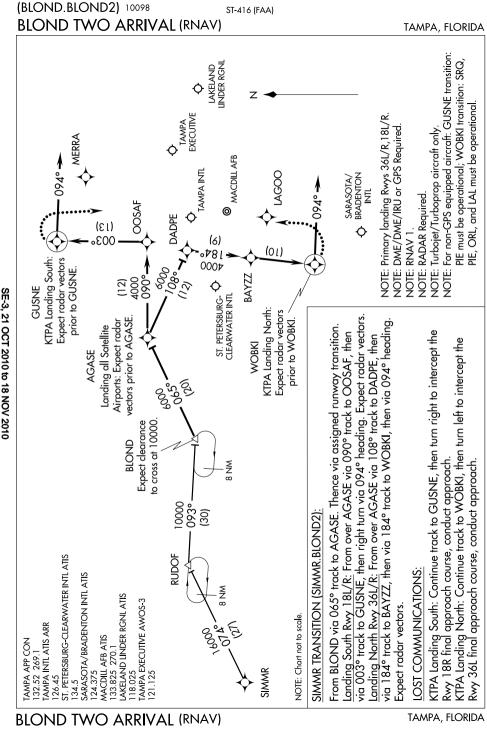
AM N27°51.68′ W82°32.76′ 008° 6.9 NM to fld. NOTAM FILE TPA. PICNY NDB (HW/LOM) 388 COSME NDB (LOM) 368 TP N28°05.12′ W82°31.52′ 186° 6 6 NM to fld

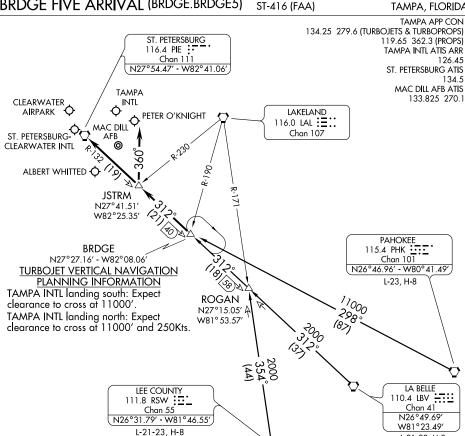
ILS 108.9 I-AMP Rwy 36L. Class IIIE. LOM PICNY NDB. ILS 110.3 I-TPA Rwv 18L, Class IIE. LOM COSME NDB.

**ILS/DME** 108.5 I-JRT Chan 22 Rwv 18R. Class IA. ILS/DME 111.95 I-TWJ Chan 56(Y) Rwy 36R. LOC only.

# BAYPO THREE DEPARTURE (RNAV)

TAMPA, FLORIDA TAMPA INTL  $(\mathrm{TPA})$ 





LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

#### TAMPA INTL:

NOTE: Chart not to scale.

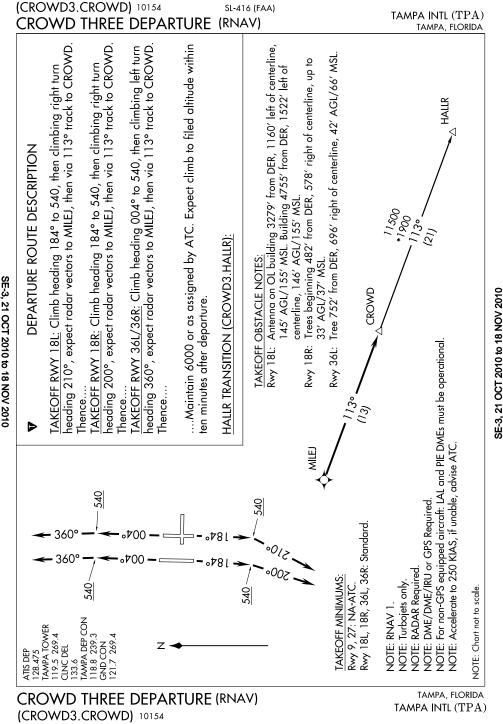
- . . . RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.
- . . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

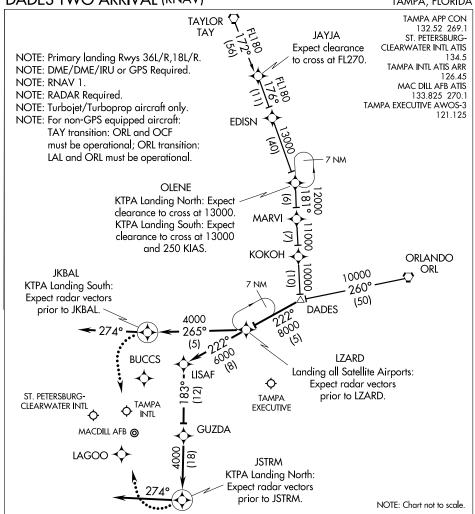
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . . From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

L-21-23, H-8

21 OCT 2010 to 18 NOV 2010





# ORLANDO TRANSITION (ORL.DADES2):

# TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.

KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.

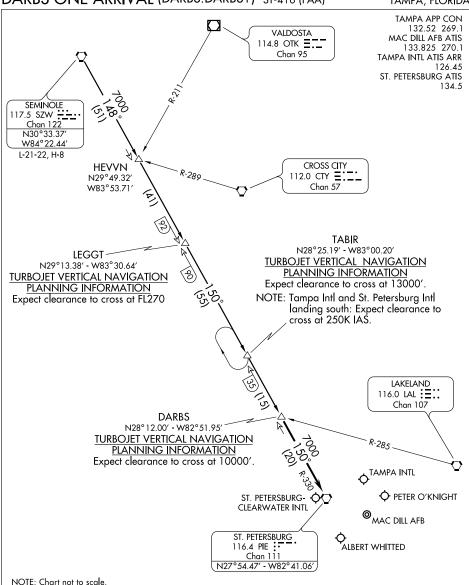
KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

### LOST COMMUNICATIONS:

SE-3, 21 OCT 2010 to 18 NOV 2010

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.

KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.



SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . . From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

NOTE: Chart not to scale.

TAMPA APP CON 134.5 ST. PETERSBURG-MACDILL AFB ATIS 134.25 279.6 126.45 CLEARWATER INTL ATIS TAMPA INTL ATIS ARR

ARRIVAL (RNAV) 133.825 270.1 121.125 TAMPA EXECUTIVE AWOS-3

Expect radar vectors prior to JSTRM.

(81)

Primary landing Rwys 36L/R, 18L/R. NOTE: DME/DME/IRŪ or GPS Required **~** 274°-

Landing All Satellite Airports:

KTPA Landing North and

GUZDA

MACDILL AFB

CLEARWATER INTL  $\diamondsuit$ ST. PETERSBURG-

JSTRM

EXECUTIVE TAMPA

700 (81)

**TAMPA** É

Expect radar vectors prior to JKBAL

KTPA Landing South:

JKBAL

SE-3, 21 OCT 2010 to 18 NOV 2010

**↑** 274° **–** 

KTPA Landing North:

DEAKK

Expect clearance to cross at 11000 and 250 KTS.

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For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ,

NOTE: Turbojet/Turboprop aircraft only.

RADAR Required.

RNAV 1

SOTE: SOTE: E E AL, RSW, and LBV must be operational

Expect clearance to cross KTPA Landing South: at 11000.

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MO . જેલ જ ROGAN

15000 . 90, 90, 8 LA BELLE LBV 14000 - 354° (44)

PAHOKEE LEE COUNTY
RSW

SE-3, 21 OCT 2010 to 18 NOV 2010

KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L tinal approach course, conduct approach.

via 274° heading. Expect radar vectors. KTPA Landing North: From over DEAKK via 315° track to JSTRM, then

via 274° heading. Expect radar vectors.

OST COMMUNICATIONS

TAMPA, FLORIDA

KTPA Landing South: From over DEAKK via 315° track to JSTRM, then via 003° track to GUZDA, then via 004° track to JKBAL, then left turn

From ROGAN via 315° track to DEAKK. Thence via assigned

runway transition.

LEE COUNTY TRANSITION (RSW. DEAKK2):

A BELLE TRANSITION (LBV.DEAKK2)

PAHOKEE TRANSITION (PHK. DEAKK2):

DEAKK TWO ARRIVAL (DEAKK.DEAKK2)

(RNAV)

NOTE: Chart not to scale.

ATC.

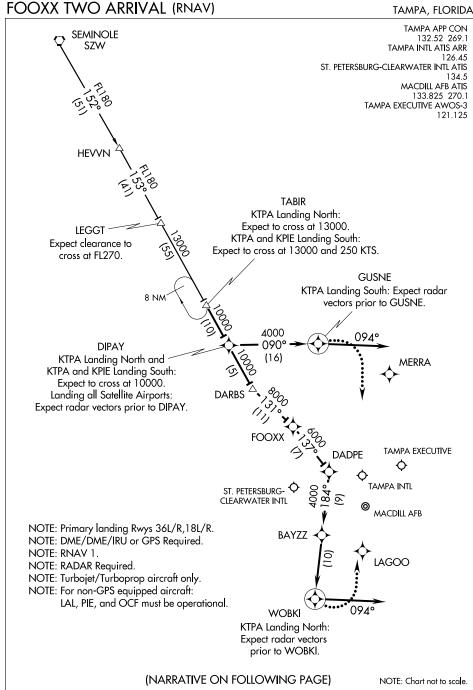
SE-3, 21 OCT 2010 to 18 NOV 2010

TAMPA, FLORIDA TAMPA INTL (TPA)

CROSS CITY TRANSITION (ENDED3.CTY): SEMINOLE TRANSITION (ENDED3.SZW):

SE-3, 21 OCT 2010 to 18 NOV 2010

**ENDED THREE DEPARTURE (RNAV)** (ENDED3.ENDED) 10154



# FOOXX TWO ARRIVAL (RNAV)

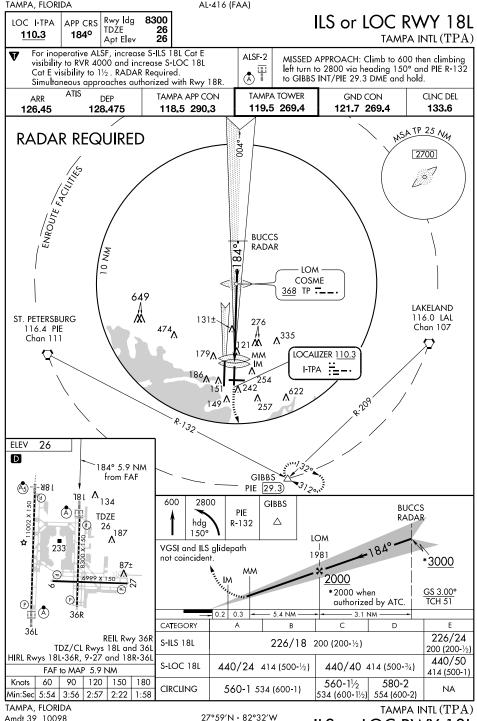
## SEMINOLE TRANSITION (SZW.FOOXX2):

From TABIR via 153° track to DIPAY, thence via assigned runway transition. Landing South Rwy 18L/R: From over DIPAY via 090° track to GUSNE, then via 094° heading. Expect radar vectors. Landing North Rwy 36L/R: From over DIPAY via 153° track to DARBS, then via 131° track to FOOXX, then via 137° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

#### LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final appoach course, conduct approach.

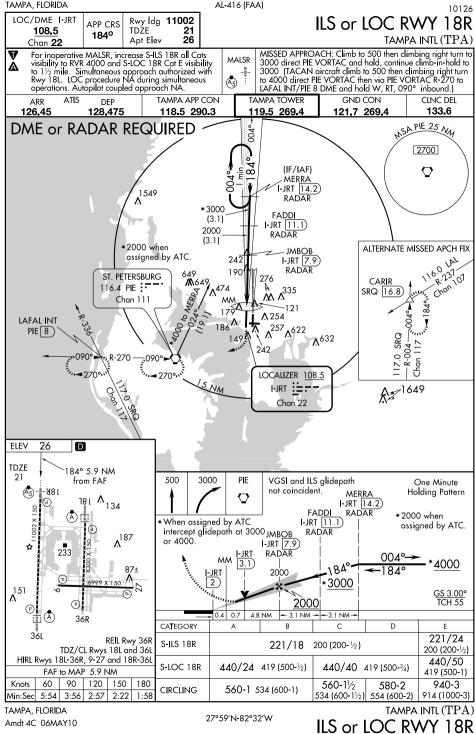
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.



Amdt 39 10098

SE-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC **RWY** 



SE-3,

21 OCT 2010 to 18 NOV 2010

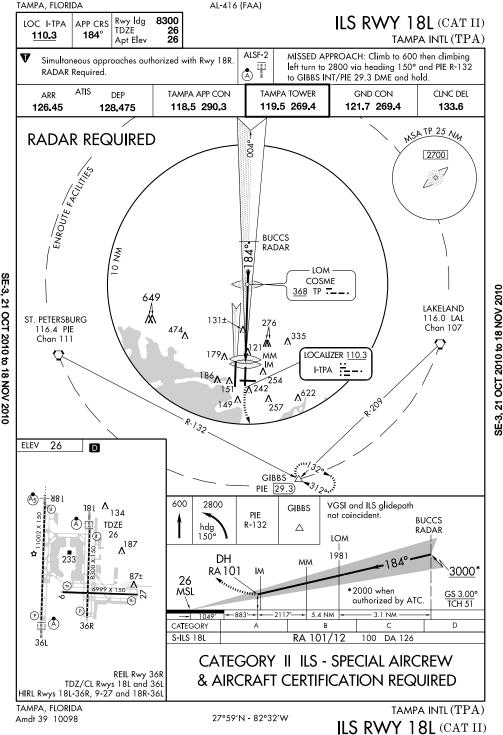
Amdt 15A 10266

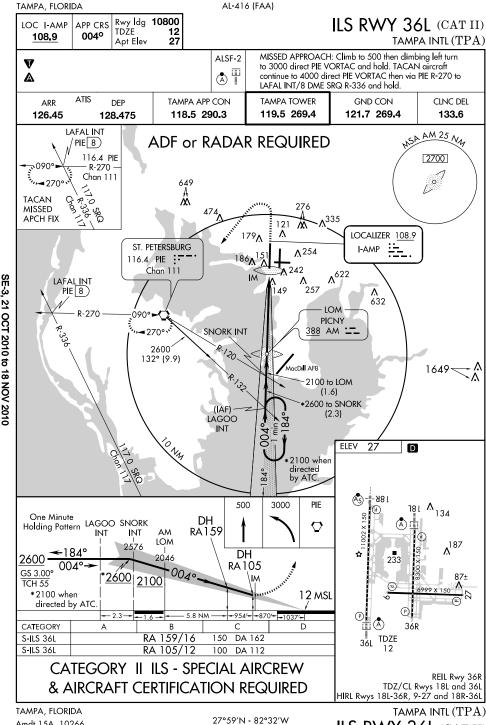
SE-3,

21 OCT 2010 to 18 NOV 2010

27°59'N - 82°32'W

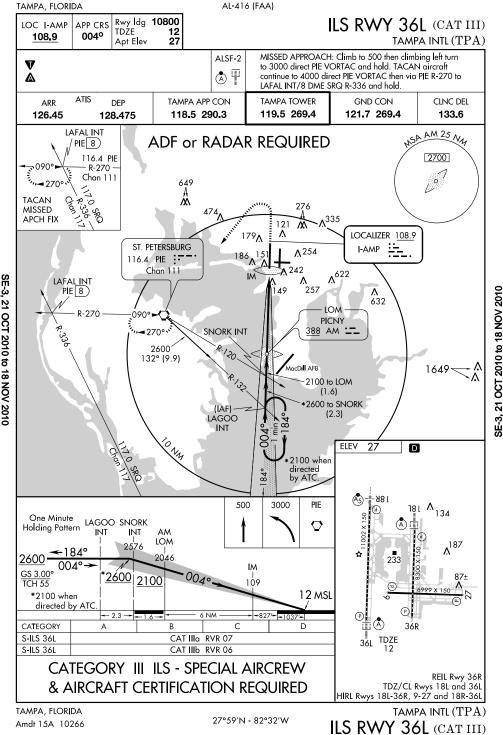
ILS or LOC





Amdt 15A 10266

ILS RWY 36L (CAT II)



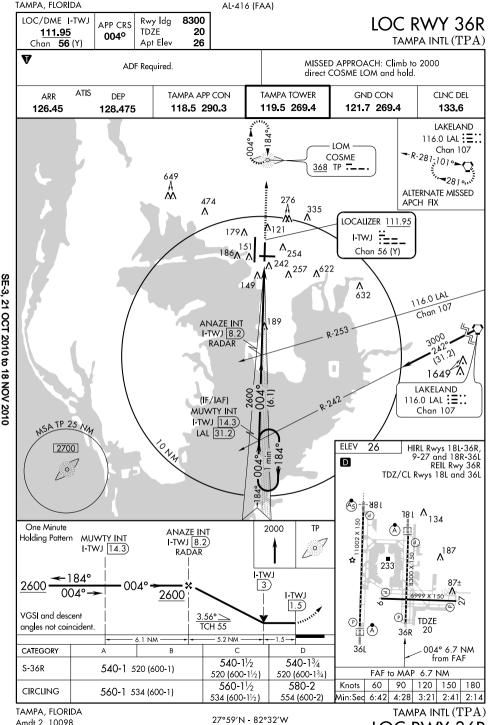
#### LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned

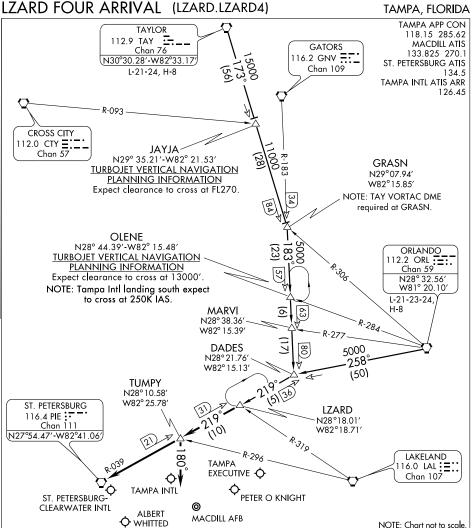
Specific questions regarding these distances sho The Aeronautical Information Manual contains sp		•	•
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
IACKSONIVILLE EL	31	08-26	3,250 feet
JACKSONVILLE, FL CRAIG MUNI (CRG)	05	14-32	3,600 feet
OKAIO MONI (OKO)	14	05-23	3,650 feet
LAKELAND, FL		00 20	0,000 1001
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
, ,	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL	0.5	40.04	4.470.4
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
CINEANDO GAINI CIND (GI D)	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
OT DETERORUPO OF EARWATER FL	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL ST. PETERSBURG-CLEARWATER INTL			
(PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L 22	04-22 17L-35R	7,557 feet 4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL	COIL	00 21	0,400 1001
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
VEDO BEACH EL	36	09-27	3,750 feet
VERO BEACH, FL VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
VERO BEAGITIMONI (VICE)	23L	04 22	4,7000 1001
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010



Amdt 2 10098

RWY 36R



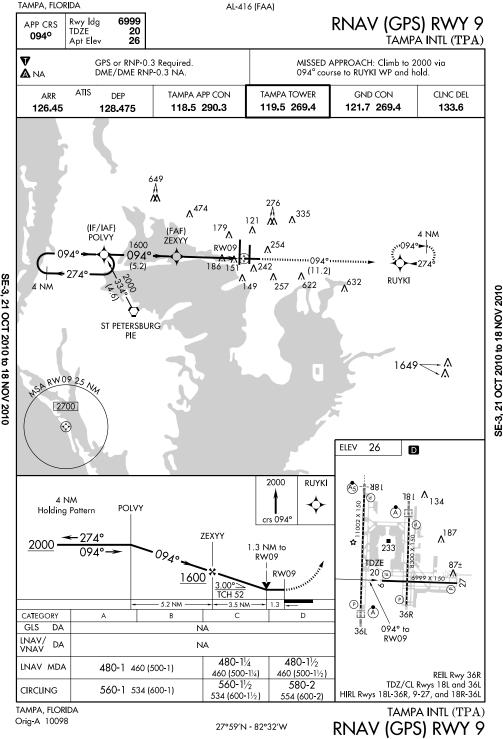
ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

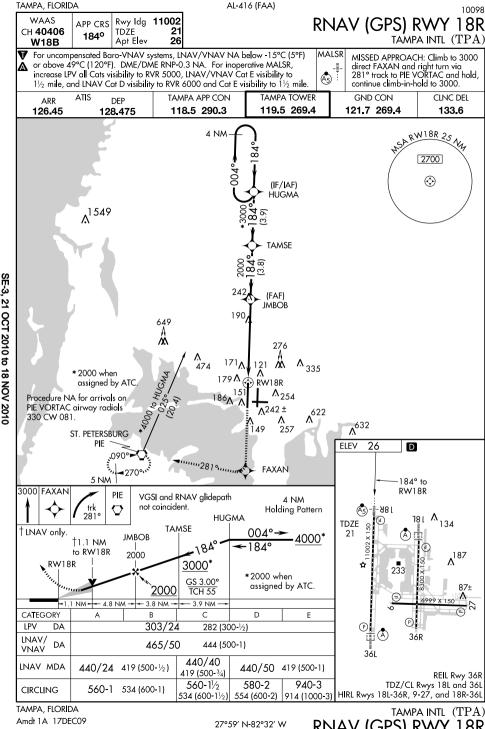
TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

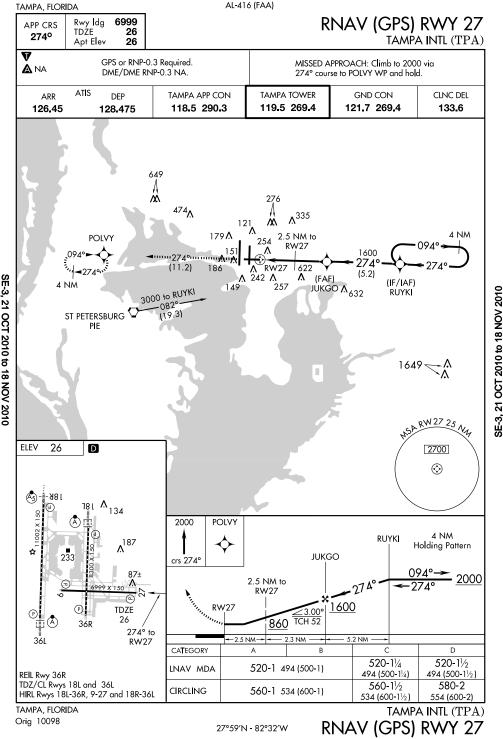
### TAMPA INTL:

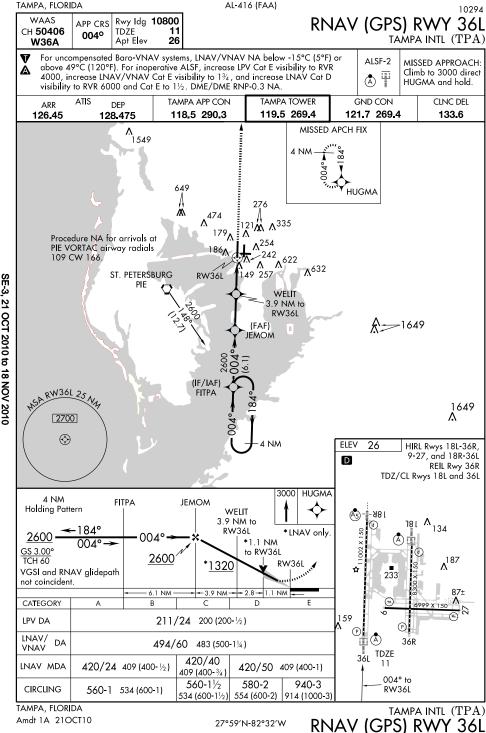
RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT. RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course. ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

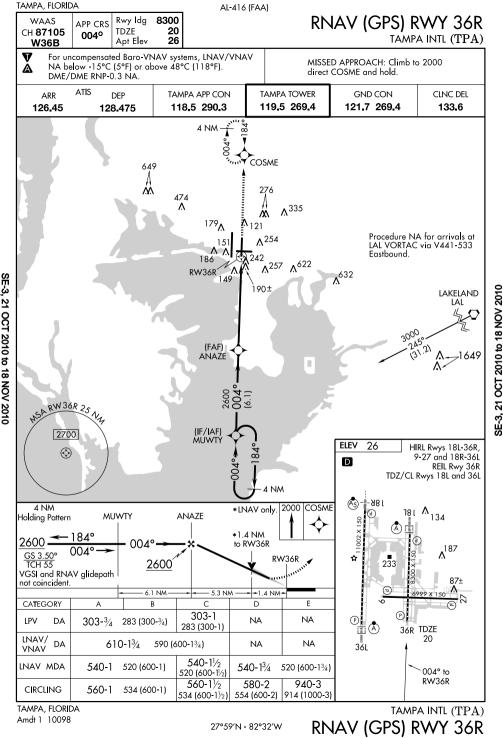
21 OCT 2010 to 18 NOV 2010

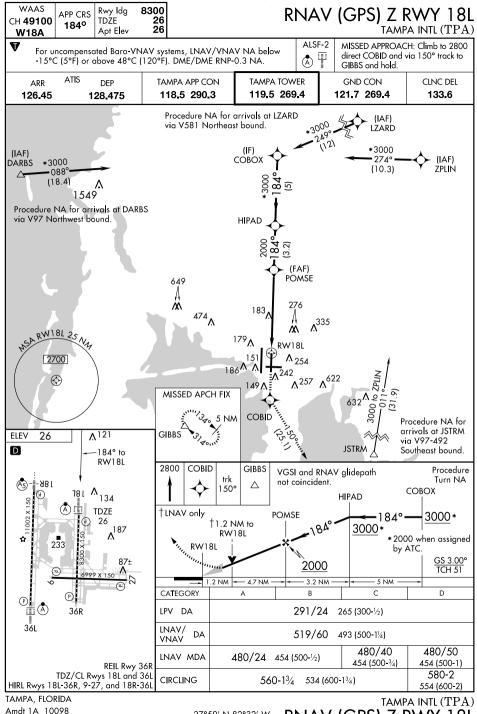








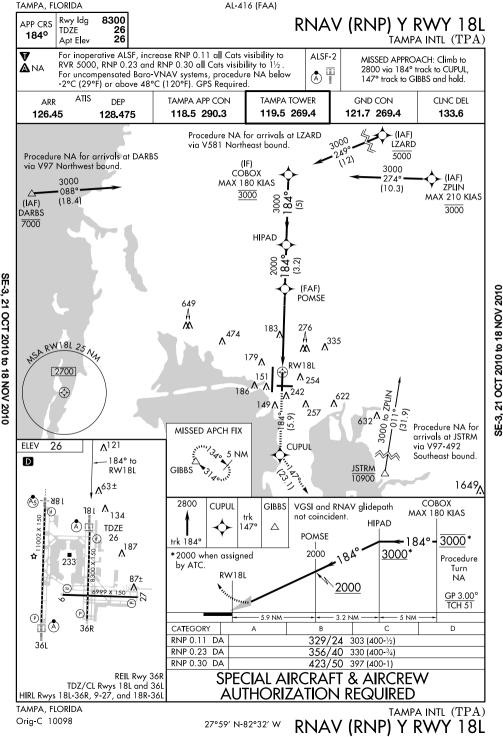


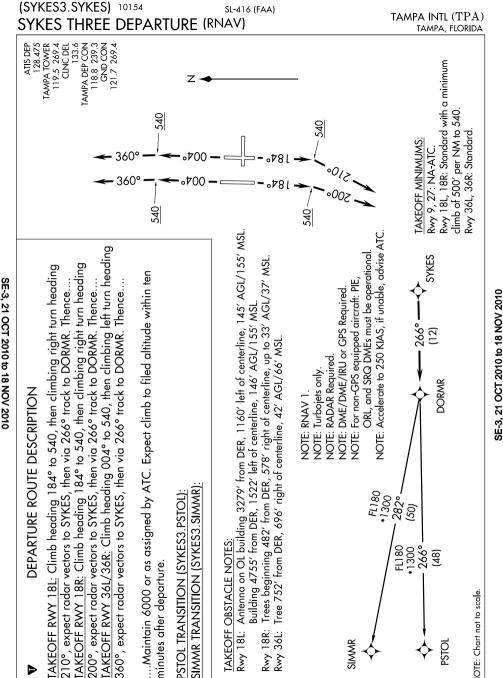


AL-416 (FAA)

TAMPA, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010



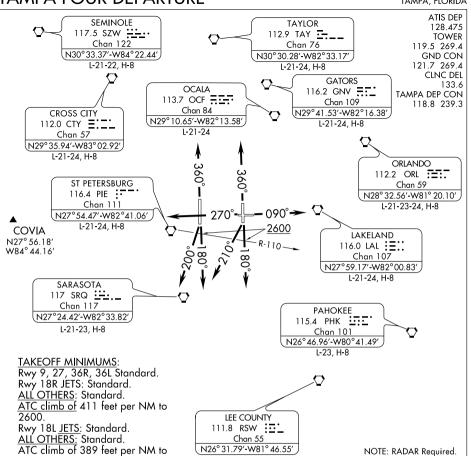


Rwy 18L:

**PSTOL** 

SIMMR

# TAMPA FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

L-21-23, H-8

TAKEOFF RWY 9: Climb heading 090°, Thence... TAKEOFF RWY 18R: JETS: Climb heading 200°, Thence... ALL OTHERS:

Climb heading 180° to cross PIE R-110 at or above 2600, thence...

TAKEOFF RWY 18L: JETS: Climb heading 210°, Thence... ALL OTHERS: Climb heading 180° to cross PIE R-110 at or above 2600, thence...

TAKEOFF RWY 27: Climb heading 270°, Thence...

TAKEOFF RWY 36R/36L: Climb heading 360°, or as assigned by ATC. Thence...

Expect vectors to join filed/assigned route. JETS: Maintain 6000. ALL OTHERS: Maintain 3000. Expect clearance to filed altitude/flight level within 10 minutes

after departure. (CONTINUED ON NEXT PAGE)

# TAMPA FOUR DEPARTURE

NOTE: Chart not to scale.

2600.

V

# TAMPA FOUR DEPARTURE

TAKEOFF OBSTACLE NOTES: Rwy 9: Tree 2225 feet from DER, 464 feet left of centerline, 45 feet

AGL/84 feet MSL. Tower 4214 feet from DER, 265 feet right of centerline,

105 feet AGL/145 feet MSL. Rwy 18L: Antenna and bldg beginning 3279 feet from DER, 1160 feet left

of centerline, up to 146 feet AGL/155 feet MSL.

Rwy 18R: Multiple trees beginning 482 feet from DER, 578 feet right of centerline, up to 33 feet AGL/37 feet MSL.

Rwy 27: Building and antenna beginning 4354 feet from DER, 1162 feet

left of centerline, up to 154 feet AGL/158 feet MSL. Multiple trees beginning 585 feet from DER, 419 feet right of centerline, up to 44 feet AGL/ 58 feet MSL.

Rwy 36L: Tree 752 feet from DER, 696 feet right of centerline, 42 feet AGL/66 feet MSL.

132 **FLORIDA** 

#### TAMPA

PETER O KNIGHT (TPF) 3 S UTC-5(-4DT) N27°54.93′ W82°26.96′ S4 FUEL 100LL, JET A 0X 1, 2, 4 TPA-908(900) NOTAM FILE TPF

S-20

MIRI

MIRL

RWY 03-21: H3405X100 (ASPH) S-20

RWY 03: VASI(V4L)-GA 3.0° TCH 35'. Road. Rgt tfc. RWY 21: REIL. Tank.

RWY 17-35: H2688X75 (ASPH)

RWY 17: Thid dspled 200'. Fence.

RWY 35: Thid dspicd 200', PAPI(P2R)—GA 3.0° TCH 34', Road, Rgt

tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-3405 TODA-3405 ASDA-3405 LDA-3230

RWY 17: TORA-2487 TODA-2487 ASDA-2487 LDA-2487 RWY 21: TORA-3405 TODA-3405 ASDA-3405 LDA-3405 RWY 35: TORA-2487 TODA-2487 ASDA-2600 LDA-2400

AIRPORT REMARKS: Attended 1200-0000Z‡. CAUTION-Gulls on and

invof arpt. Be alert: MacDill AFB located 4 miles SW. Ship channel in apch to Rwy 17 and 21. Ocean going vessels in ship channel E. 200' unlgtd, unmarked crane 0.5 NM N of AER 17. Twy E clsd to

acft with wing spans in excess of 40 ft. ACTIVATE MIRL Rwy 03-21 and 17-35; VASI Rwy 03; REIL Rwy 21; and PAPI Rwy 35-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.925 (813) 251-6824. COMMUNICATIONS: CTAF/UNICOM 122.725

(R) TAMPA APP/DEP CON 119.9 CLNC DEL 119.8(IFR)

RADIO AIDS TO NAVIGATION: NOTAM FILE PIE.

ST. PETERSBURG (H) VORTAC 116.4 PIE Chan 111 N27°54.47′ W82°41.06′ 087° 12.5 NM to fld. 9/01E. HIWAS.

KNIGHT NDB (MHW) 270 TPF N27°54.50′ W82°27.26′ at fld. NDB unusable bvd 20 NM.

PICNY NDB (HW/LOM) 388 AM N27°51.68′ W82°32.76′ 060° 6.1 NM to fld. NOTAM FILE TPA.

COMM/NAV/WEATHER REMARKS: HIWAS unusable 330°-151° byd 25 NM blo 5000'.

TAMPA EXECUTIVE (VDF) UTC-5(-4DT) N28°00.84' W82°20.72' 6 E

B S4 FUEL 100LL, JET A NOTAM FILE VDF RWY 05-23: H5000X100 (ASPH) S - 30RWY 05: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Trees.

RWY 23: MALSR. PAPI(P2L)-GA 3.10° TCH 40'. Thid dspicd 800'.

Road.

RWY 18-36: H3259X75 (ASPH) S-12.5 MIRI RWY 18: REIL, PAPI(P4R)—GA 4.0° TCH 45', Thid dsplcd 40', Trees.

RWY 36: REIL. PAPI(P2L)-GA 3.40° TCH 43'. Pole.

RUNWAY DECLARED DISTANCE INFORMATION RWY 05: TORA-5000 TODA-5000 ASDA-4600 LDA-4600

RWY 18: TORA-3259 TODA-3259 ASDA-3259 LDA-3219 RWY 23: TORA-5000 TODA-5000 ASDA-5000 LDA-4200 AIRPORT REMARKS: Attended 1200-0000Z±. After hrs fuel and svcs

avbl. Jet single point refueling and lavatory svcs avbl. Ctc FBO on-call attendant at 813-255-0291. PPR for tran acft 38,000 lbs or over. Ctc general aviation department at 813-870-8770. Noise abatement procedures in effect for Rwy 18. No turns until over interstate. No turns blo 400' AGL. When departing Rwy 05 be alert for MALSR Igt fixture located 55 ft beyond rwy end and 9 ft above

rwy end elevation. ACTIVATE MIRL Rwy 05-23 and Rwy 18-36, REIL Rwy 05, Rwy 18 and Rwy 36, PAPI Rwy 05, Rwy 23 and Rwy

36, MALSR Rwy 23-CTAF. WEATHER DATA SOURCES: AWOS-3 121.125 (813) 630-0924.

COMMUNICATIONS: CTAF/UNICOM 122.7

R TAMPA APP/DEP CON 119.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.

LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ 274° 17.7 NM to fld. 135/01E. ILS/DME 111.35 I-VDF Chan 050(Y) Rwv 23.

Commercial

Area

€3

36

€3

Residential Area Residential Area **(3** 

MIAMI

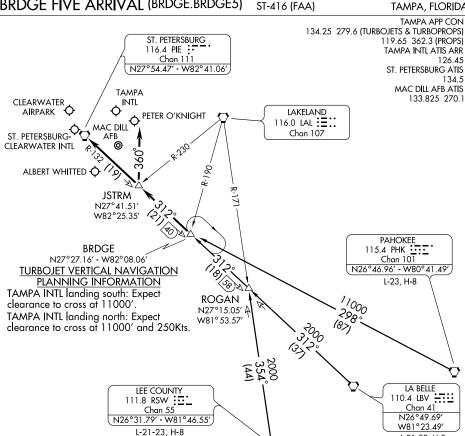
IAP

L-21D. 24F

JACKSONVILLE

IAP. AD

H-8H. L-21D. 24F



LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

#### TAMPA INTL:

NOTE: Chart not to scale.

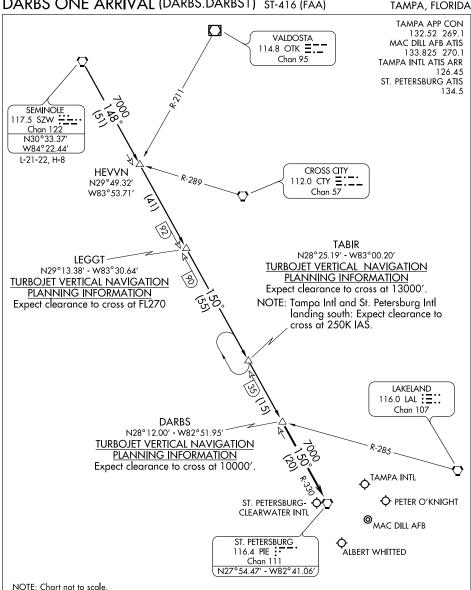
- . . . RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.
- . . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . . From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

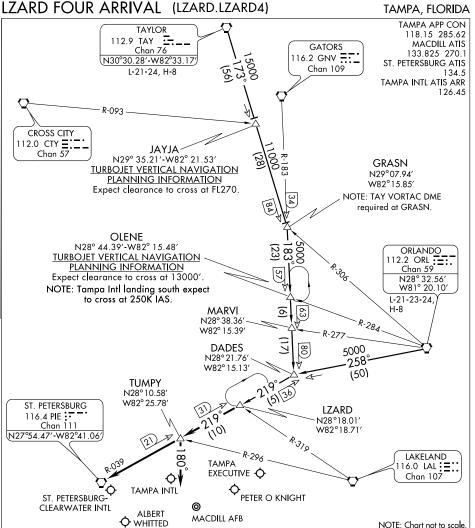
L-21-23, H-8

SE-3, 21 OCT 2010 to 18 NOV 2010



SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . . From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

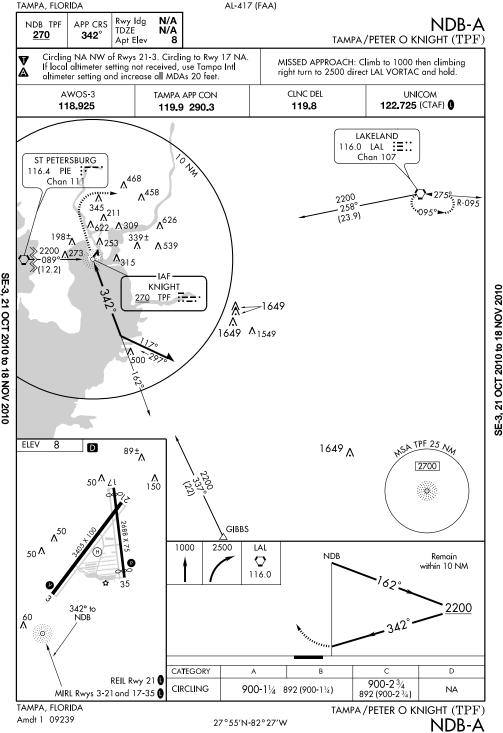


ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

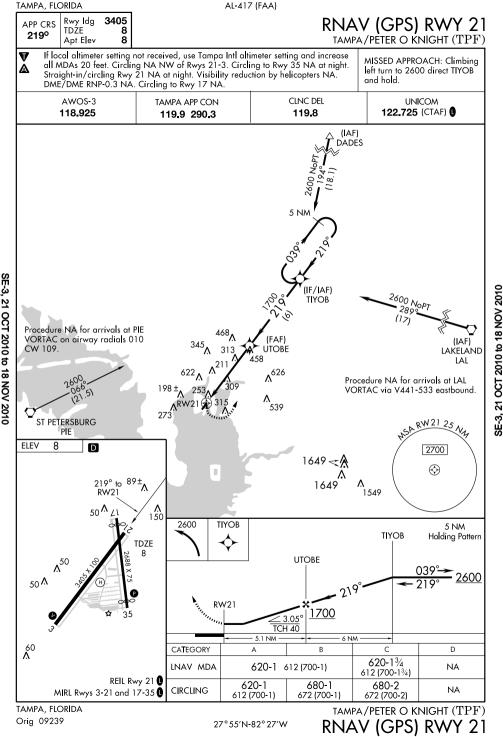
## TAMPA INTL:

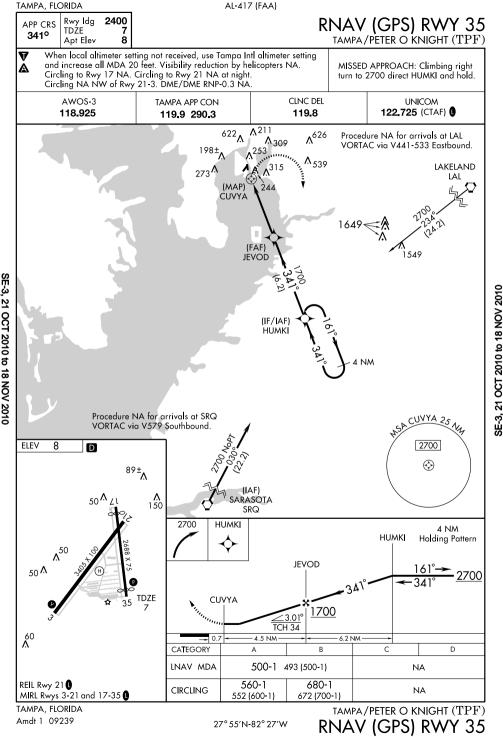
RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT. RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course. ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

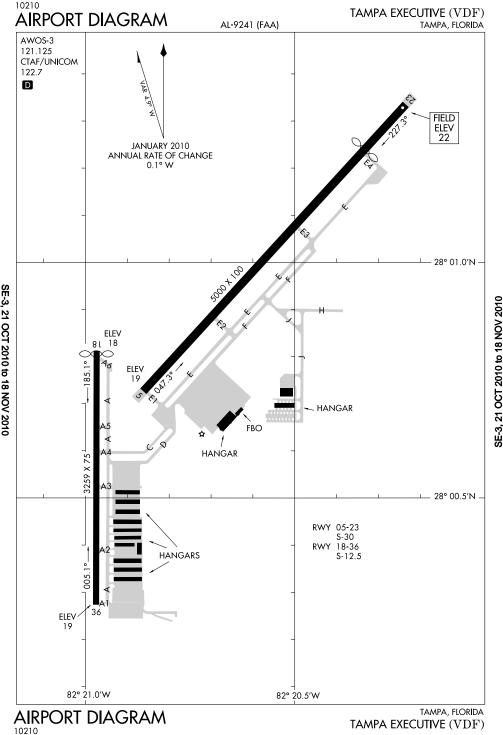


Amdt 11 10098

**NDB** 







132 **FLORIDA** 

#### TAMPA

PETER O KNIGHT (TPF) 3 S UTC-5(-4DT) N27°54.93′ W82°26.96′ S4 FUEL 100LL, JET A 0X 1, 2, 4 TPA-908(900) NOTAM FILE TPF

S-20

MIRI

MIRL

RWY 03-21: H3405X100 (ASPH) S-20

RWY 03: VASI(V4L)-GA 3.0° TCH 35'. Road. Rgt tfc. RWY 21: REIL. Tank.

RWY 17-35: H2688X75 (ASPH)

RWY 17: Thid dspled 200'. Fence.

RWY 35: Thid dspicd 200', PAPI(P2R)—GA 3.0° TCH 34', Road, Rgt

tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-3405 TODA-3405

ASDA-3405 LDA-3230 RWY 17: TORA-2487 TODA-2487 ASDA-2487 LDA-2487

RWY 21: TORA-3405 TODA-3405 ASDA-3405 LDA-3405 RWY 35: TORA-2487 TODA-2487 ASDA-2600 LDA-2400

AIRPORT REMARKS: Attended 1200-0000Z‡. CAUTION-Gulls on and

invof arpt. Be alert: MacDill AFB located 4 miles SW. Ship channel in apch to Rwy 17 and 21. Ocean going vessels in ship channel E. 200' unlgtd, unmarked crane 0.5 NM N of AER 17. Twy E clsd to

acft with wing spans in excess of 40 ft. ACTIVATE MIRL Rwy 03-21 and 17-35; VASI Rwy 03; REIL Rwy 21; and PAPI Rwy 35-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.925 (813) 251-6824. COMMUNICATIONS: CTAF/UNICOM 122.725

(R) TAMPA APP/DEP CON 119.9 CLNC DEL 119.8(IFR)

RADIO AIDS TO NAVIGATION: NOTAM FILE PIE.

ST. PETERSBURG (H) VORTAC 116.4 PIE Chan 111 N27°54.47′ W82°41.06′ 087° 12.5 NM to fld. 9/01E.

HIWAS.

KNIGHT NDB (MHW) 270 TPF N27°54.50′ W82°27.26′ at fld. NDB unusable bvd 20 NM.

PICNY NDB (HW/LOM) 388 AM N27°51.68′ W82°32.76′ 060° 6.1 NM to fld. NOTAM FILE TPA.

COMM/NAV/WEATHER REMARKS: HIWAS unusable 330°-151° byd 25 NM blo 5000'.

TAMPA EXECUTIVE (VDF) UTC-5(-4DT) N28°00.84' W82°20.72' 6 E B S4 FUEL 100LL, JET A NOTAM FILE VDF

RWY 05-23: H5000X100 (ASPH) S - 30RWY 05: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Trees.

RWY 23: MALSR. PAPI(P2L)-GA 3.10° TCH 40'. Thid dspicd 800'.

Road.

RWY 18-36: H3259X75 (ASPH) S-12.5 MIRI RWY 18: REIL, PAPI(P4R)—GA 4.0° TCH 45', Thid dsplcd 40', Trees.

RWY 36: REIL. PAPI(P2L)-GA 3.40° TCH 43'. Pole.

RUNWAY DECLARED DISTANCE INFORMATION RWY 05: TORA-5000 TODA-5000 ASDA-4600 LDA-4600

RWY 18: TORA-3259 TODA-3259 ASDA-3259 LDA-3219 RWY 23: TORA-5000 TODA-5000 ASDA-5000 LDA-4200 AIRPORT REMARKS: Attended 1200-0000Z±. After hrs fuel and svcs

avbl. Jet single point refueling and lavatory svcs avbl. Ctc FBO on-call attendant at 813-255-0291. PPR for tran acft 38,000 lbs or over. Ctc general aviation department at 813-870-8770. Noise abatement procedures in effect for Rwy 18. No turns until over interstate. No turns blo 400' AGL. When departing Rwy 05 be alert

for MALSR Igt fixture located 55 ft beyond rwy end and 9 ft above rwy end elevation. ACTIVATE MIRL Rwy 05-23 and Rwy 18-36, REIL Rwy 05, Rwy 18 and Rwy 36, PAPI Rwy 05, Rwy 23 and Rwy 36, MALSR Rwy 23-CTAF.

WEATHER DATA SOURCES: AWOS-3 121.125 (813) 630-0924. COMMUNICATIONS: CTAF/UNICOM 122.7

R TAMPA APP/DEP CON 119.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.

LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ 274° 17.7 NM to fld. 135/01E. ILS/DME 111.35 I-VDF Chan 050(Y) Rwv 23.

L-21D. 24F IAP Residential Area Residential Area

**(3** 

Commercial

Area

€3

36

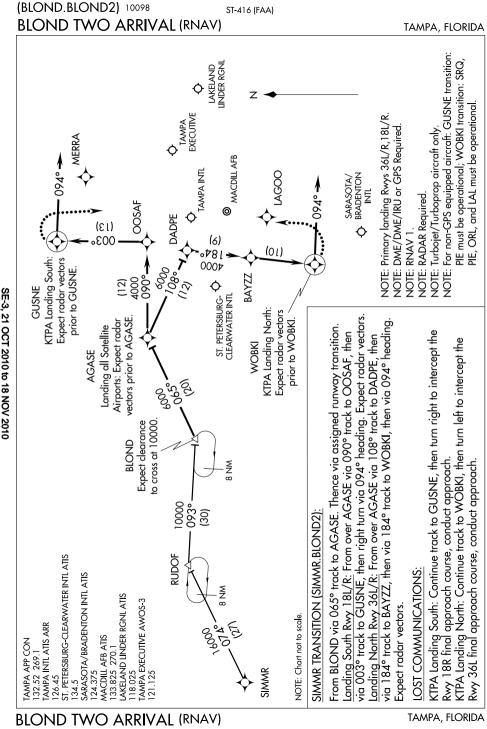
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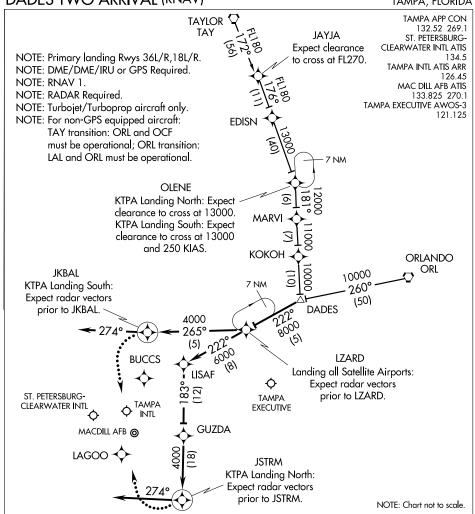
MIAMI

JACKSONVILLE

IAP. AD

H-8H. L-21D. 24F





# ORLANDO TRANSITION (ORL.DADES2):

# TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.

KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.

KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

## LOST COMMUNICATIONS:

SE-3, 21 OCT 2010 to 18 NOV 2010

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.

KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

NOTE: Chart not to scale.

TAMPA APP CON 134.5 ST. PETERSBURG-MACDILL AFB ATIS 134.25 279.6 126.45 CLEARWATER INTL ATIS TAMPA INTL ATIS ARR

ARRIVAL (RNAV) 133.825 270.1 121.125 TAMPA EXECUTIVE AWOS-3

Expect radar vectors prior to JSTRM.

(81)

Primary landing Rwys 36L/R, 18L/R. NOTE: DME/DME/IRŪ or GPS Required **~** 274°-

Landing All Satellite Airports:

KTPA Landing North and

GUZDA

MACDILL AFB

CLEARWATER INTL  $\diamondsuit$ ST. PETERSBURG-

JSTRM

EXECUTIVE TAMPA

700 (81)

**TAMPA** É

Expect radar vectors prior to JKBAL

KTPA Landing South:

JKBAL

SE-3, 21 OCT 2010 to 18 NOV 2010

**↑** 274° **–** 

KTPA Landing North:

DEAKK

Expect clearance to cross at 11000 and 250 KTS.

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For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ,

NOTE: Turbojet/Turboprop aircraft only.

RADAR Required.

RNAV 1

E E SOTE: E E AL, RSW, and LBV must be operational

Expect clearance to cross KTPA Landing South: at 11000.

¥Z 8 ¥ Z 8 310181

MO . જેલ જ ROGAN

15000 . 90, 90, 8 LA BELLE LBV 14000 - 354° (44)

PAHOKEE LEE COUNTY
RSW

SE-3, 21 OCT 2010 to 18 NOV 2010

KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L tinal approach course, conduct approach.

via 274° heading. Expect radar vectors. KTPA Landing North: From over DEAKK via 315° track to JSTRM, then

via 274° heading. Expect radar vectors.

OST COMMUNICATIONS

TAMPA, FLORIDA

KTPA Landing South: From over DEAKK via 315° track to JSTRM, then via 003° track to GUZDA, then via 004° track to JKBAL, then left turn

From ROGAN via 315° track to DEAKK. Thence via assigned

runway transition.

LEE COUNTY TRANSITION (RSW. DEAKK2):

A BELLE TRANSITION (LBV.DEAKK2)

PAHOKEE TRANSITION (PHK. DEAKK2):

DEAKK TWO ARRIVAL (DEAKK.DEAKK2)

(RNAV)

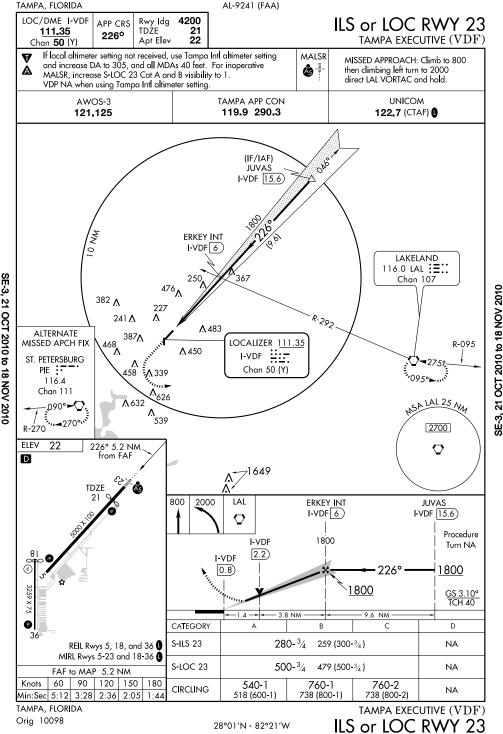
# SEMINOLE TRANSITION (SZW.FOOXX2):

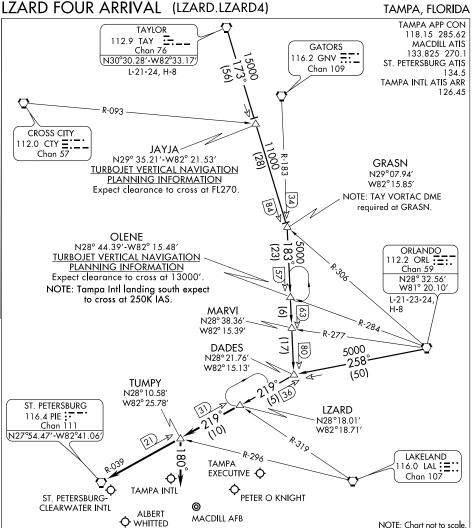
From TABIR via 153° track to DIPAY, thence via assigned runway transition. Landing South Rwy 18L/R: From over DIPAY via 090° track to GUSNE, then via 094° heading. Expect radar vectors. Landing North Rwy 36L/R: From over DIPAY via 153° track to DARBS, then via 131° track to FOOXX, then via 137° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

#### LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final appoach course, conduct approach.

KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.



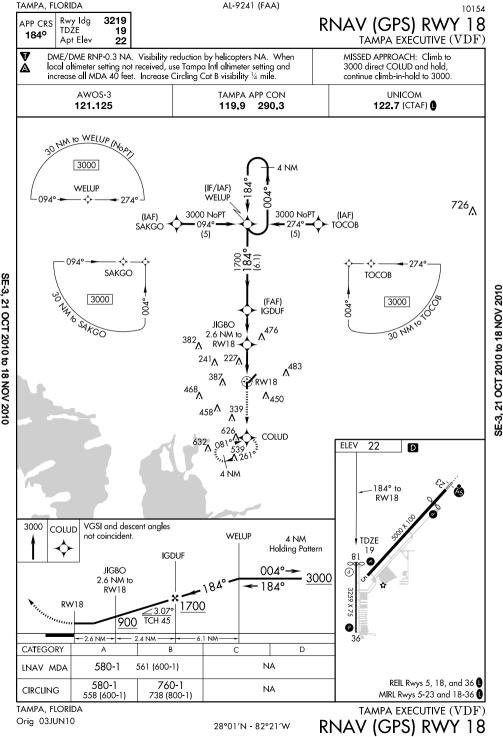


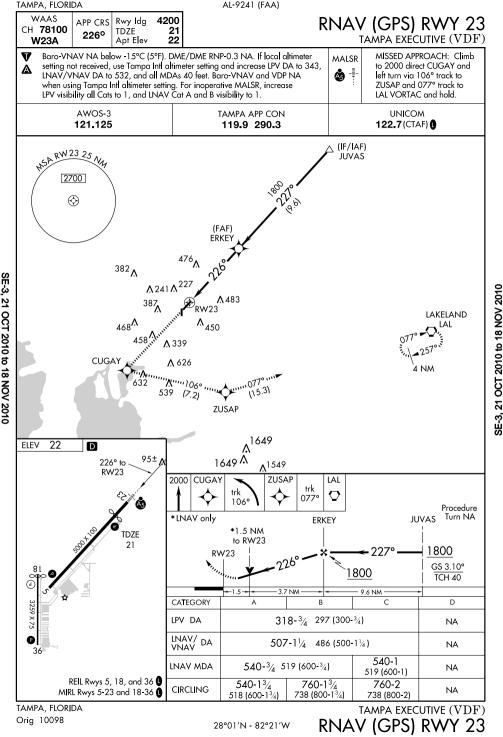
ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

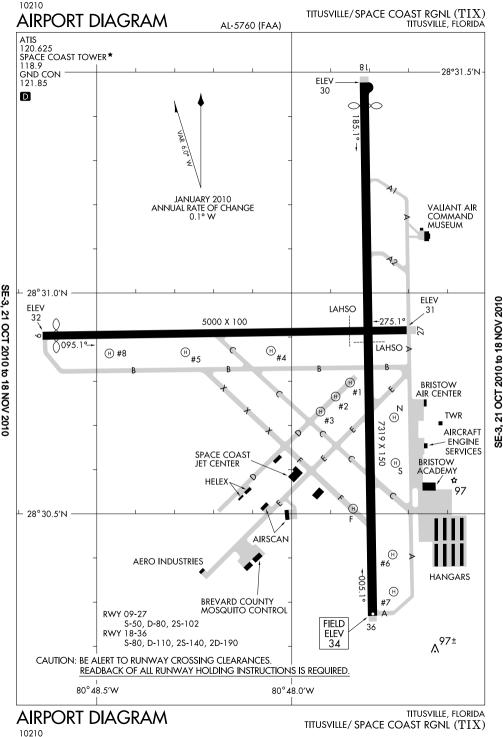
TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

## TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT. RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course. ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.







### JACKSONVILLE

B S4 FUEL 100LL, JET A Class VI. ARFF Index A. NOTAM FILE TIX RWY 18-36: H7319X150 (ASPH-GRVD) S-80, D-110, 2S-140, 2D-190

RWY 09: REIL, PAPI(P4L)—GA 3.0° TCH 50', Thid dspicd 190'.

RWY 36: REIL, MALSR, PAPI(P4L)—GA 3.0° TCH 60', Trees. RWY 09-27: H5000X100 (ASPH) S-50, D-80, 2S-102 MIRI

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 55'. Thid dspicd 319'.

**SPACE COAST RGNL** (TIX) 5S UTC-5(-4DT) N28°30.89′ W80°47.95′

Trees RWY 27: REIL, PAPI(P4L)-GA 3.0° TCH 53', Trees

Trees

I AND AND HOLD SHORT OPERATIONS

DAILUNG HOLD SHORT POINT

DIST AVBL RWY NG 18-36 4035 3750 **RWY 36** 09 - 27RUNWAY DECLARED DISTANCE INFORMATION RWY 09: TORA-5000 TODA-5000 ASDA-5000 LDA-4810

RWY 27: TORA-4810 TODA-5000 ASDA-4430 LDA-4430 RWY 36: TORA-7319 TODA-7319 ASDA-7319 LDA-7319 AIRPORT REMARKS: Attended 1200-0200Z±. For fuel after hrs call 321-427-7727 or 321-960-1220. CLOSED to air carrier opr with more than 30 passenger seats except PPR call arpt manager

RWY 18: TORA-7319 TODA-7319 ASDA-7249 IDA-6930

321-267-8780. In minimum visibility conditions bright lgts in parking lot 1/4 mile E of Rwy 18 may be mistaken for rwy lgts. Twr unable air traffic svcs on these areas of non-visibility-southwest portions of Twys D and E. Rwy 18-36 HIRL PCL step 5 OTS indef. When twr clsd ACTIVATE MIRL Rwy 09-27, HIRL Rwy 18-36, REIL

Rwys 09, 18, 27 and 36, PAPI Rwys 09, 27, 18 and 36, and MALSR Rwy 36—CTAF. COMMUNICATIONS: CTAF 118 9 ATIS 120 625 UNICOM 122 95

TITUSVILLE RCO 123.6 (ST PETERSBURG RADIO) R ORIANDO APP/DEP CON 134 95

SPACE COAST TOWER 118.9 (1200-0200Z±) GND CON 121.85

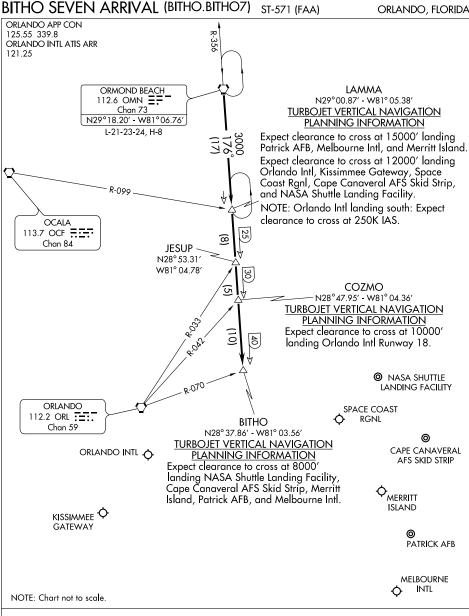
AIRSPACE: CLASS D svc 1200-02007±, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORL. ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ 093° 28.4 NM to fld. 102/00E.

HIWAS.

IIS 108 7 I-TIX Rwy 36 Class IA Unmonitored when two clad

H-8H, L-24F IAP. AD 81 G ಭಿವಿಧಿಧಿ 0 5000 X 100 27 Ç3 ~ X== 3 J.03



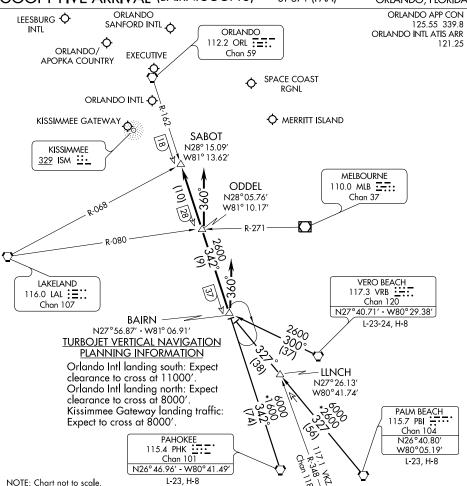
From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

# COSTR TWO ARRIVAL (RNAV) (COSTR.COSTR2) 09239

21 OCT 2010 to 18 NOV 2010

ORLANDO, FLORIDA
ORLANDO INTL

NOTE: Chart not to scale.



PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT.

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN

INT. Thence. . . .

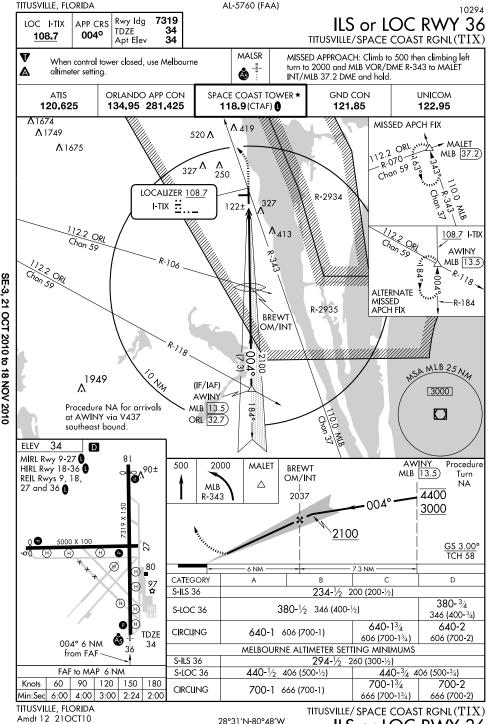
#### **ORLANDO INTL:**

.... RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . . RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . . From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . . From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

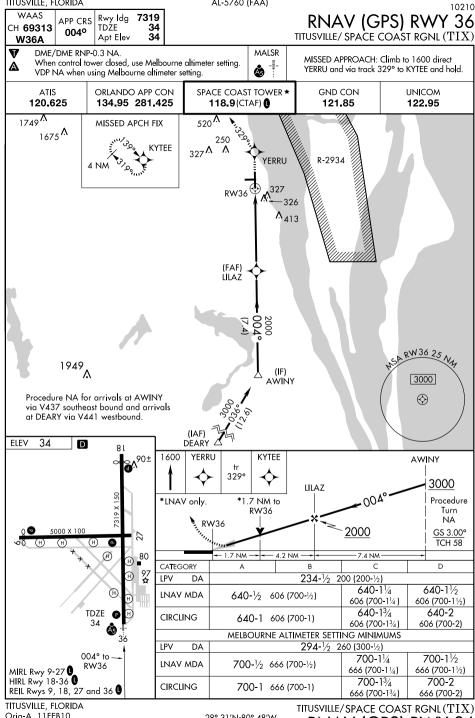


ILS or LOC **RWY 36** 

#### LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned.  The Aeronautical Information Manual contains specific details on hold-short operations and markings.			
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL		40.00	
MIAMI INTL (MIA)	09	12-30	9,750 feet
ODI ANDO EI	12	09-27	8,100 feet
ORLANDO, FL	05	40.04	4.470 (
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
ORLANDO SANFORD (SFB)	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL	00		0,000 1001
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
,	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL			
(PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL		00.07	
TAMPA INTL (TPA)	18L	09-27	5,650 feet
TITUO/#1 E E	27	18L-36R	4,350 feet
TITUSVILLE, FL	00	40.00	4.005.6
SPACE COAST RGNL (TIX)	09	18-36 09-27	4,035 feet
VERO BEACH, FL	36	09-27	3,750 feet
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
VERO DEAGLI MOM (VID)	23L	V-7 ZZ	7,7000 1001
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
I ALM DEACH INTE (FDI)	14		
	14 28R	10L-28R 14-32	4,370 feet 3,725 feet
	20N	02	3,1 23 IEEL



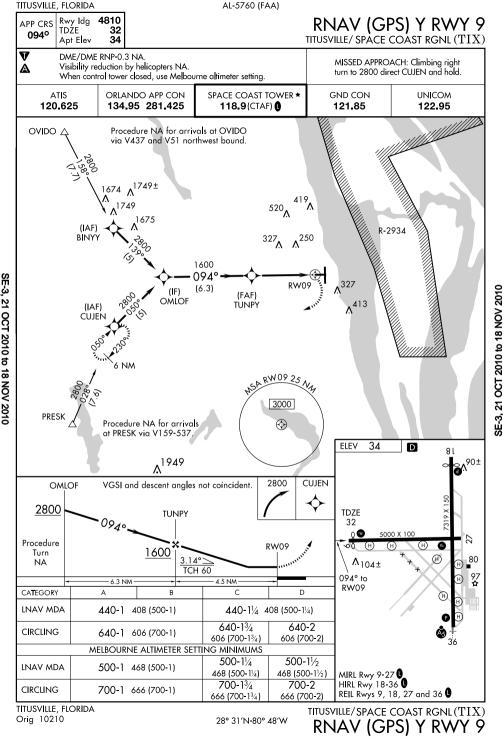
AL-5760 (FAA)

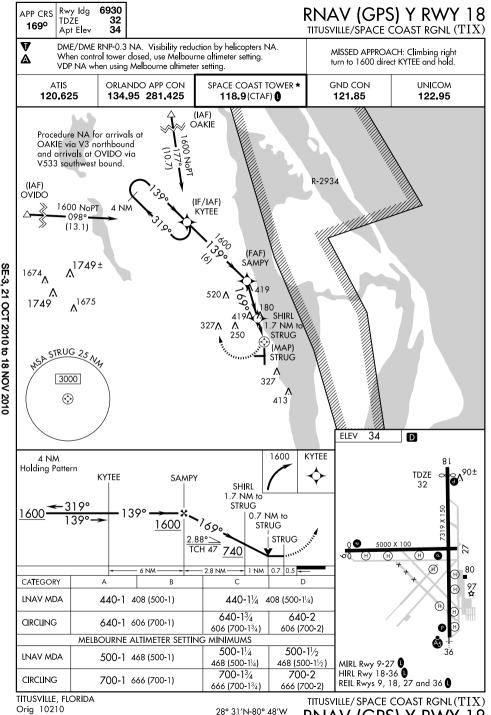
Orig-A 11FEB10

TITUSVILLE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

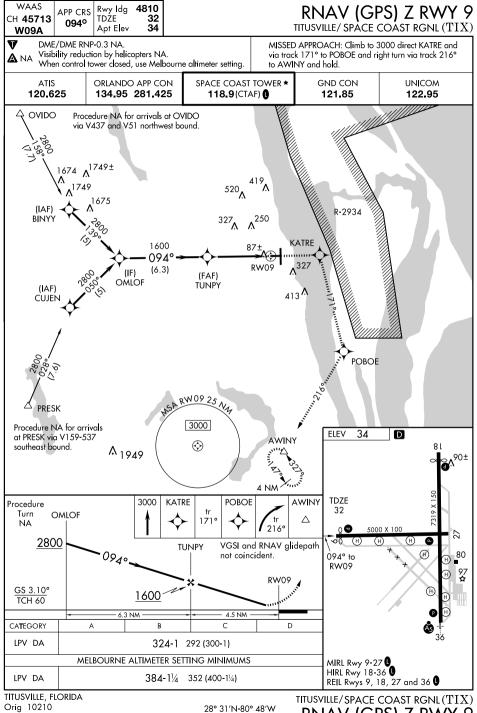
28° 31′N-80° 48′W RNAV (GPS)





AL-5760 (FAA)

TITUSVILLE, FLORIDA

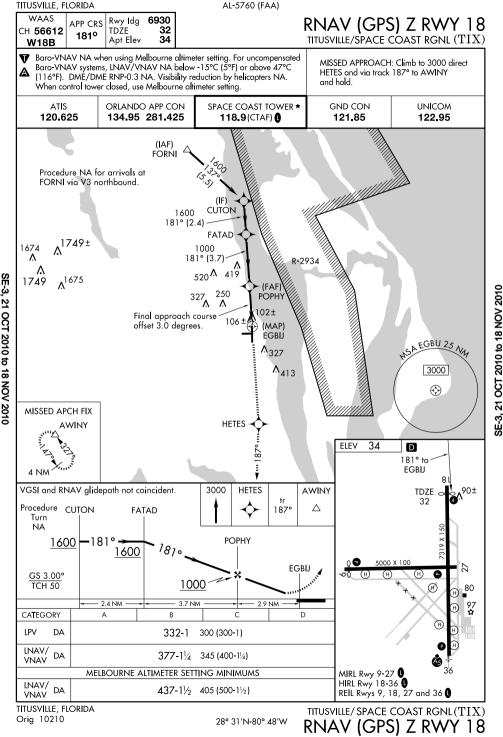


AL-5760 (FAA)

TITUSVILLE, FLORIDA

SE-3,

21 OCT 2010 to 18 NOV 2010



TAMPA NORTH AERO PARK (X39) 17 NE UTC-5(-4DT) N28°13.28′ W82°22.47′

ORLANDO (H) VORTAC 112.2

ORL

W81°20.10' 080° 26.8 NM to fld. 102/00E. HIWAS.

Chan 59 N28°32 56'

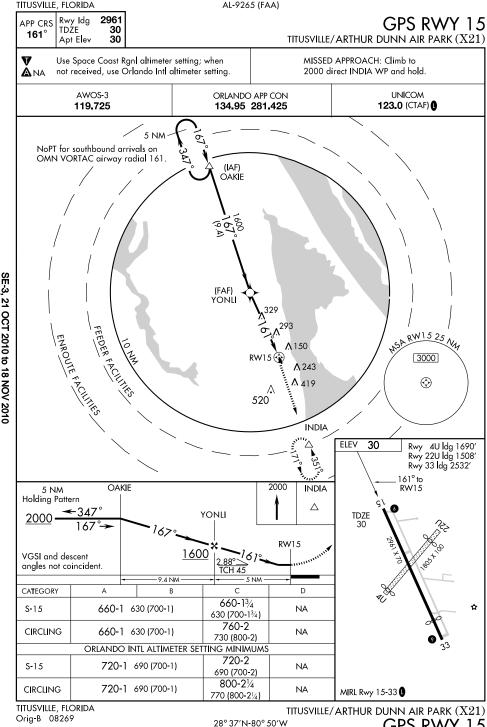
FUEL 100LL, JET A NOTAM FILE PIE B S4 L-21D, 24F RWY 14-32: H3541X50 (ASPH) RWY 14: Thid dspicd 133', Road, Rgt tfc. RWY 32: Thid dspicd 108', Poles. AIRPORT REMARKS: Attended dusk-0800Z‡. Acft, trees and building in transitional surface, both sides of Rwy 14-32. Acft parked in primary surface Rwy 14-32, HIRL Rwy 14-32 preset low ints dusk-0300Z±: to increase ints or ACTIVATE after 0300Z‡—CTAF. After 0300Z‡. ACTIVATE rotating bcn—CTAF. COMMUNICATIONS: CTAF/UNICOM 123.05 RADIO AIDS TO NAVIGATION: NOTAM FILE LAL. LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17' W82°00.83' 305° 23.8 NM to fld. 135/01E. TAVARES (FA1) 1 SE UTC-5(-4DT) N28°47.72′ W81°43.27′ JACKSONVILLE 63 NOTAM FILE FA1 Not insp. WATERWAY 09-27: 3000X200 (WATER) SEAPLANE REMARKS: Attended 1400-2200Z‡. Provided VFR operations, public use, seaplane operators be aware of Leesburg Airport to the northwest. COMMUNICATIONS: CTAF 122 9 TAYLOR N30°30.28′ W82°33.18′ NOTAM FILE GNV. IACKSONVILLE (H) VORTAC 112.9 TAY Chan 76 187° 19.4 NM to Lake City Muni. 140/03W. H-8H, 12F, L-21D, 24G VOR portion unusable 174°-224° blo 8000′. RCO 122.1R 112.9T (GAINESVILLE RADIO) THE FLORIDA KEYS MARATHON (See MARATHON) TITUSVILLE N28°30.78′ W80°47.99′ JACKSONVILLE RCO 123.6 (ST PETERSBURG RADIO) at Space Coast Rgnl. L-24F TITUSVILLE ARTHUR DUNN AIR PARK (X21) 2 NW UTC-5(-4DT) N28°37.35′ W80°50.12′ IACKSONVILLE B S4 FUEL 100LL, JET A TPA-See Remarks NOTAM FILE PIE L-24F RWY 15-33: H2961X70 (ASPH) S-12 IAP RWY 15: PAPI (P2L)-GA 4.0° TCH 53'. Tree. €3 RWY 33: PAPI (P2L)-GA 4.0° TCH 53'. Thid dsplcd 429'. Fence. C3 RWY 04U-22U: 1805X100 (TURF) €3 RWY 04U: Thid dspicd 100'. Trees. €3 Ø RWY 22U: Thid dspicd 297'. Trees. AIRPORT REMARKS: Attended 1300-0100Z‡, Parachute Jumping, Rwy Tennis 04U-22U restricted to ultralight and STOL acft only. Extensive Residential ultralight activity invof arpt. For information on rwy use call arpt Area authority 321-267-8780. Several radio twrs 1.5 NM S of fld: the tallest twr is 399 ft AGL. TPA-830 (800); Ultralight acft 530 (500). Rwy 04U-22U marked with PVC pipe with reflective tape. Arpt rotating bcn OTS indef, ACTIVATE MIRL Rwv 15-33-CTAF. WEATHER DATA SOURCES: AWOS-3 119.725 (321) 385-0383. COMMUNICATIONS: CTAF/UNICOM 123.0 (R) ORLANDO APP/DEP CON 134.95 RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.

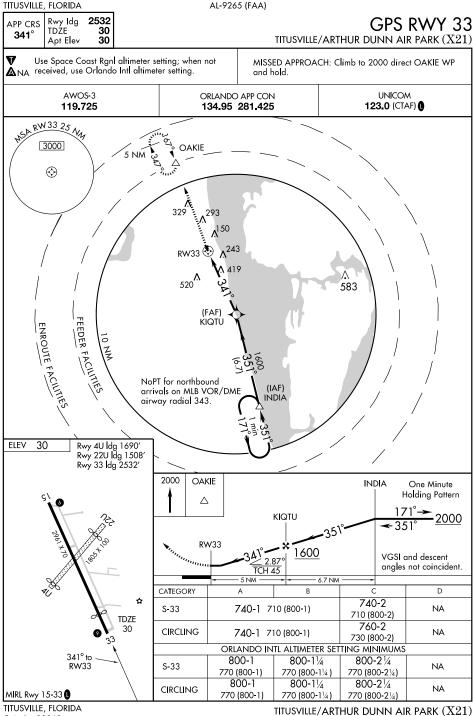
**IACKSONVILLE** 

Residential

Area

C





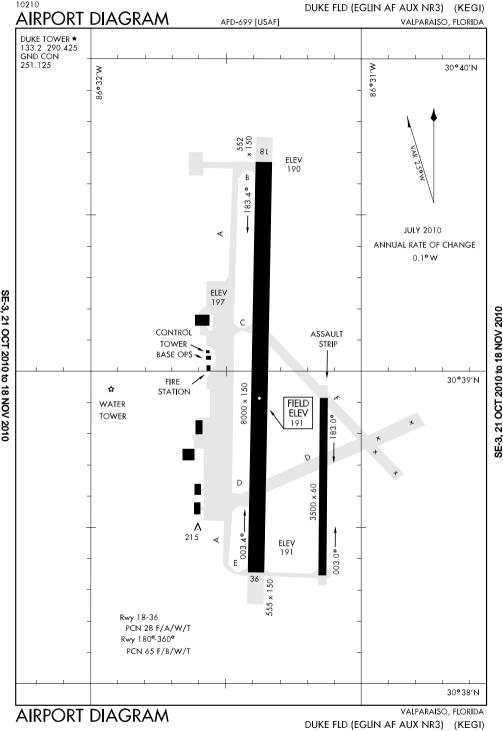
Orig-B 08269

SE-3, 21 OCT 2010 to 18 NOV 2010

TITUSVILLE/ARTHUR DUNN AIR PARK (X21)

28° 37′N-80° 50′W

**GPS RWY** 



**FLORIDA** 

RWY 180-360: H3500X60 (ASPH) PCN 65 F/B/W/T RUNWAY DECLARED DISTANCE INFORMATION RWY 18: TORA-8000 TODA-8000

TODA-8000

RWY 36: TORA-8000 MILITARY SERVICE: LGT Rwy 18 PAPI rwy reference point not coincidental with ILS rwy point of intercept. PAPI Rwy 18 and Rwy 36 NSTD. Rwy 18-36 distance markers NSTD. Rwy 18 NSTD ALSF1 length 2000'.

TRAN ALERT No tran alert svc. LPOX MILITARY REMARKS: Opr Mon-Fri 1500-0600Z‡, CLOSED weekends and holidays, Base OPS/ATC not manned other

times. See FLIP AP/1 Route and Area Rstd (Florida Valparaiso) for Bird Aircraft Strike Hazard, Wx Restrictions

turns on Assault Ldg Zone. ALZ restricted for use by AFSOC and 919th SOW acft only. Due to weight limitations,

E side of afld rstd to C130 acft and smaller 170,000 lb and blo. CAUTION Due to lack of visual reference during

ngt VFR opr. pilot efforts to maintain altitude by visual means may be unreliable. Intense tfc 10 NM N of arpt in vicinity of Crestview/Bob Sikes Arpt. Twy edge Igts nstd on all twys that meet rwy (Igts are more than 10' from

COMMUNICATIONS: PTD 142.3 372.2

due to surrounding light.)

RADIO AIDS TO NAVIGATION: NOTAM FILE VPS.

I–EGI

Traffic Rules.)

WARRINGTON (T) TACAN

(R) DEP CON 120.9 290.5

Rules

ILS 111.7

Igt Rwy 18 non-frangible structures. Extensive ALZ/NVD training in effect weekdays. CSTMS/AG/IMG Ltd svc, no resident CSTMS agent. Avbl for base assigned acft and their deployments only. 24 hr prior notice rgr. All other acft must clear CSTMS prior to arrival. MISC Wx opr Mon-Fri 1500-0600Z‡, clsd weekends and holidays; other

(R) APP CON 125.1 281.45 (271°-089°) 132.1 360.6 (090°-270°)

**DUKE GND CON 251.125** 

Chan 2 DWG (134.5)

COMM/NAV/WEATHER REMARKS: UHF equipped acft must use UHF in Duke tfc pattern.

Rwv 18.

intermittent from Warrington (DWG) TACAN R-360 clockwise to R-50, 25 DME to 45 DME, 5000' and blo. Apch

rwy edge line); acft follow twy centerline. Rwy 18 NSTD overrun. Rwy 36 NSTD overrun. Twy D. Twy F east of Assault Ldg Zone do not have twy edge lgts and is rstd to day ops only. Rwy edge lgt located 75' from outside edge strip. High volume of Navy T-34 and B-06 training acft near CEW VORTAC. Surveillance radar returns

and Supplementary Arpt Remarks. RSTD Rwy 18-36 CLOSED until approximately Nov 17 2010. Official Business Only all acft except base assigned, others coordinate thru Duke OPS DSN 875-6538/6516, normal opr weekdays, PPR; No less than 24 hr prior coordination. No 180° turns on rwy by C130 or larger acft. No 180°

times svc not avbl. Remote briefing avbl 26 OWS Barksdale AFB, DSN 781-4775, C318-456-4775. Afld wx monitor by AN/FMO-19 AMOS and augmented Mon-Sat 1500-0600Z‡, fully automated Mon-Fri 0600-1500Z‡ and 24 hr weekends/holidays. Predominant afld vision rstd to 1½8 SM in N to S quadrants and 3/16 SM in SW to NW quadrant due to the main base structures. Night cloud cover viewing restricted due to surrounding lights. No arresting cables avbl. Expect no notice closure of Duke Fld Airspace for Special Mission Test. Standard USAF RSRS applied. Base OPS DSN 875-6538/6516, C850-883-6516, fax DSN 872-3308, normal opr weekdays.

DUKE TOWER 133.2 290.425 (Mon-Fri 1500-0600Z‡, except holidays, other times see FAR Part 93.83 Special Air

PMSV METRO 342.2 (Sun 0500Z‡-Fri 0500Z‡. Svc lctd at KVPS. Predominant afld vision rstd to 11/8 SM in N to S quadrants and 3/16 SM in SW to NW quadrant due to main base structures. Night cloud cover viewing rstd

N30°28.69′ W86°31.25′

Unmonitored Mon-Fri 0600-1200Z‡, and 24 hr weekend and holidays.

AIRSPACE: CLASS D svc Mon-Fri 1500-0600Z‡ except holidays, other times see FAR Part 93.83 Special Air Traffic

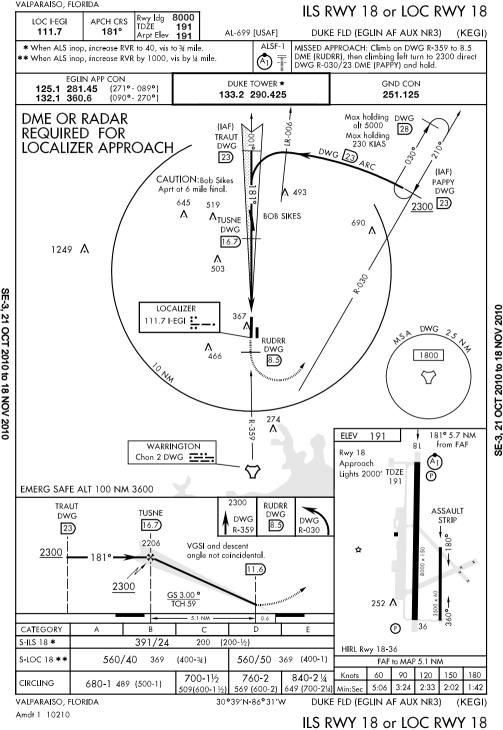
DUKE COMD POST (SANDCASTLE) 225.75 (DSN 875-6701 C850-883-6701 or 1-800-437-8843.)

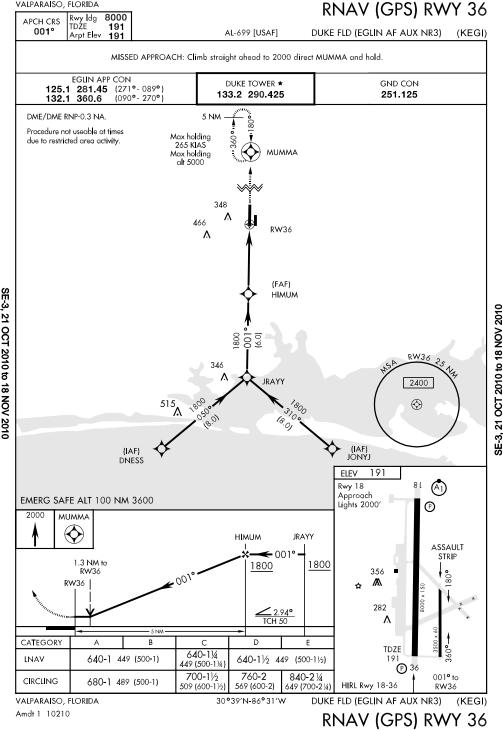
359° 10.3 NM to fld. 77/0E.

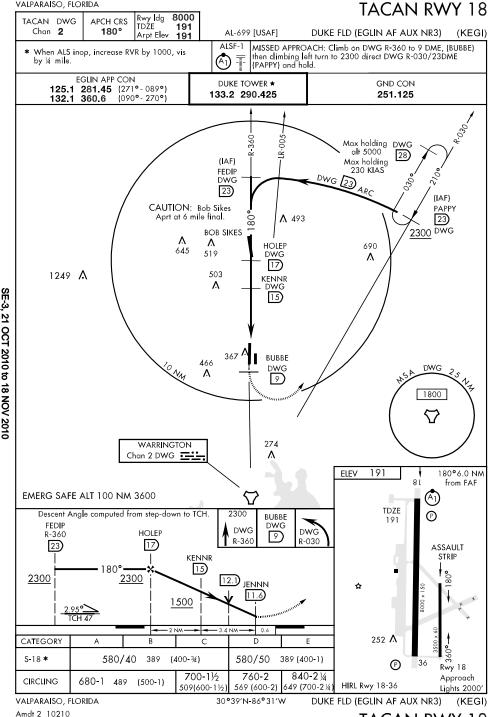
77

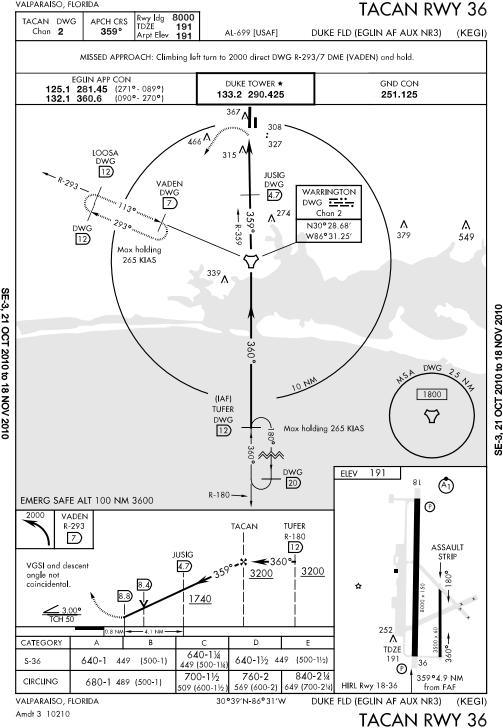
MIAMI

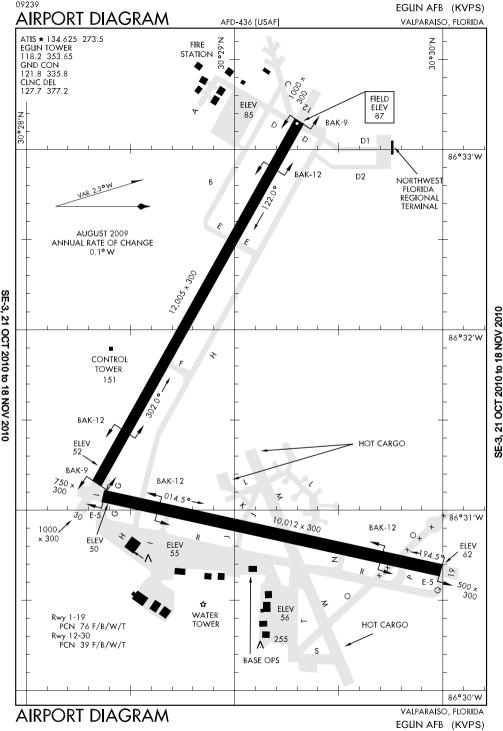
DIAP, AD











138 FLORIDA

CIV/MIL

### VALPARAISO EGLIN AFB

87 FUEL 100, J8 TPA-See Remarks Class I. ARFF Index C. NOTAM FILE EGI RWY 12-30: H12004X300 (ASPH-CONC) PCN 39 F/B/W/T HIRL RWY 12: ALSFI, PAPI(P4L)—GA 3.0°. RWY 30: ALSF1. PAPI(P4L)-GA 2.5°.

1 SW

RWY 01-19: H10012X300 (ASPH) PCN 76 F/B/W/T HIRL RWY 01: ALSF1. PAPI(P4L)-GA 3.0°. RWY 19: ALSF1(NSTD), PAPI(P4L)-GA 2.5°.

UTC-6(-5DT)

RUNWAY DECLARED DISTANCE INFORMATION RWY 01: TORA-10012 TODA-10012

RWY 12: TORA-12004 TODA-12004 RWY 19: TORA-10012 TODA-10012

RWY 30: TORA-12004 TODA-12004 ARRESTING GEAR/SYSTEM

(VPS)(KVPS)

RWY 12 HOOK BAK-9(B) (28' OVRN) HOOK BAK-12B(B) (1525')

**RWY 01** ← HOOK E5 (27') HOOK BAK-12B(B) (1489')

FUEL J8. J8+100

weekends and holidays.

MILITARY SERVICE: A-GEAR 8 point tie-downs on all BAK-12B: BAK-12B runout 1200', BAK-9 (B) apch end Rwy 12-30

disconnected on ldg rwy, avbl 20 min prior notice. FLUID ADI-Ltd; SP PRESAIR LHOX LOX acft must use follow-me to park. Progressive taxi not avbl. No tran acft can arr/dep prior to 1400Z‡ and must

arr/dep no later than 2200Z‡. Arr/dep other times extremely limited and requires strict 24 hr advanced

approval. To arrange overtime support, ctc the Contract Management Office DSN 872-2305, after hrs C850-240-3057. Weekend and holiday maintenance capability extremely limited and may be postponed til next duty day. Fleet svc not avbl.

AIRPORT REMARKS: Special Air Tfc Rules—Part 93, see Regulatory Notices. Attended continuously. Arpt (VPS) is a joint

Rules-Part 93, see Regulatory Notice. High volume of Navy T-34 and B-06 training acft near CEW VORTAC. Be aware of uncontrolled vehicles in movement area. Transient acft must use follow-me vehicle for parking. Rwy 19 NSTD ALSF1 length 1500', Rwv 19 at Twv M lateral ponding during wet rwv conditions—potential hydroplaning.

Increased potential for hydroplaning during wet conditions due to polished concrete on first 1000' Rwy 12-30,

delay. Tran aircrews report late for scheduled dep expect min 2 hr delay. All AMC or acft with Distinguished Visitor code 7 or aby ctc Base OPS 20 min prior to ldg. Tran Alert will not support local, round robins, or out and back flt by tran acft. CAUTION: Special Air Traffic Rules, apply; see Part 93.83 Special Air Traffic Rules. High

C850-882-5313/5406. PPR 24 hr. PPR arr/dep times are strictly enforced. Tran acft arr late expect min 2 hr

rwys 12-30 and 01-19. Regional WX briefings clsd weekends and holidays. MILITARY REMARKS: See FLIP/AP 1 Route and Area Restrictions (Florida-Valpariso) for Bird Aircraft Strike Hazard, Wx Rstd and Supplementary Arpt Information. RSTD PPR minimum 24 hr. Ctc Base OPS DSN 872-5313/5406,

ponding at Twy M. Twy parallel to Rwy 12-30 may be mistaken for a rwy. The first 1000' Rwy 12-30 is concrete on both ends. The middle portion, 10,000' of Rwy 12-30 is asph-conc. Dept acft assigned a heading to fly, shall initiate their turn within 1 NM of dep end of rwy. Touchdown rwy visual range and rwy visibility value avbl for

ASOS. Remote briefing avbl 26 OWS Barksdale AFB DSN 781-4775, C318-456-4775.

volume of general aviation acft invof arpt. Local hi-density tfc areas and rstd airspace-special opr rules apply—prior to arrival/departure all users review information at http://www.flyvps.com/air\_pamphlet.html. Rwy 19 NSTD overrun 750X300. Rwv 01 NSTD overrun 500X300. Windshear condition may exist thru short-final apch and touchdown due to strong sea breeze. CSTMS/AG/IMG Ltd svc, no resident customs agent. Avbl for base assigned acft and their deployments only. 24 hr advance notice required. All other acft must clear customs prior to arr to Eglin AFB. TFC PAT—Overhead tfc Rwy 19 normal prohibited. MISC Exp extensive flt plan filing/dep, refuel and maintenance delays during peak mission periods/weekends. COMSAC documents not available for issue. Tran flt crew classified storage available in Base OPS to secret and blo. Standard USAF RSRS applied. Wx opr from Mon 0500Z-Sat 0500Z‡, clsd weekends and holidays, other times svc unavailable. Predominant afld visual obstruction NW to NNE, including, apch ends of Rwy 19 and Rwy 12. Afld wx monitored by AN/FMO-19

CONTINUED ON NEXT PAGE

Eglin App for clnc to enter Eglin corridor SE of Crestview. Unlgtd obstruction on afld. High mid-air potential, exercise extreme vigilance. Destin-Ft Walton Beach (DTS) is an uncontrolled arpt located 6 NM SE of Eglin AFB. Acft flying within 2 NM of DTS at or blo 1000' may not be monitoring Eglin App freq. Special Air Traffic

Full svc general aviation facilities are avbl at DTS (52 NM SE) or CEW (18 NM N). Large migratory birds present year round on and invof arpt. High concentrations of General Aviation acft invof arpt. Heavy tfc 10 NM N of arpt invof Crestview/Bob Sikes arpt. High volume of training acft invof CEW VORTAC. Obstruction (hangar) 211' located approximately first 1000' E of apch end Rwy 01. During VFR possible conflicting tfc. VFR arr/dep ctc

JASU (MD-3) 4(MC-1) (MC-1A) (MA-1A) 2(MA-2)

N30°28.99′ W86°31.56′

use facility with the USAF. Ctc Eglin AFB twr at 118.2. No ground handling svcs for general aviation avbl at VPS.

HOOK BAK-12B(B) (1665') HOOK BAK-9(B) (39' OVRN) RWY 30

HOOK BAK-12B(B) (1908') HOOK E5 (33') → RWY 19

0IL 0-128-132-133-148-156 SOAP/JOAP-not avbl TRAN ALERT Opr 1400-2200Z±. Tran acft not allowed when tran alert not avbl. Tran

**NEW ORLEANS** 

DIAP. AD

H-8G, L-21C, 22H

MIAMI

MIAMI

# **FLORIDA**

### CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: SFA ATIS 134.625 273.5 (1200-0400Z±) PTD 142.3 372.2

(R) APP/DEP CON 132.1 360.6 (090°-270°) 125.1 281.45 (271°-089°)

TOWER 118.2 353.65 GND CON 121.8 335.8 CLNC DEL 127.7 377.2

PMSV METRO 342.2 (Avbl during Wx opr hrs. Mon 0500Z±-Sat

EGLIN COMD POST (RAYMOND 11) 318.05 328.025

0500Z‡, clsd weekends and holidays, other times svc unavailable.)

AIRSPACE ATIS 133.0 379.15 (1200-0400Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW. CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57′ W86°40.75′. 156° 22 NM to fld. 255/03E.

**2AWIH** WARRINGTON (T) TACAN Chan 2 DWG (134.5) N30°28.69′ W86°31.25′ at fld. 77/00°E.

ILS/DME 109.1 I-CAH Chan 28 Rwy 19. Class IA. No NOTAM MP glide slope Rwy 19 1st Tue of Feb and

Aug. ILS unmonitored 0600-1200Z‡ weekday, and 24 hrs weekend and holidays.

Rwy 30. Class IB. No NOTAM MP LOC 4th Wed of Feb and Aug 0900-1200Z‡. ILS unmonitored 0600-1200Z‡ weekday, and 24 hrs weekend and holidays.

ASR (Sat 0700-0900Z±)

COMM/NAV/WEATHER REMARKS: LOC Rwy 30 unusable 250' from thid inbound due to frequency interference from Rwy 19

LOC. When APP DEP clsd ctc twr on 121.8 335.8 337.2 for CLNC DEL. UHF equipped acft must use UHF in Eglin tfc pat.

VENICE MUNI (VNC) 2 S UTC-5(-4DT) N27°04.30′ W82°26.42′

18 FUEL 100LL, JET A TPA-1018(1000) NOTAM FILE PIE RWY 04-22: H5000X150 (ASPH) S-15. D-24

RWY 04: REIL. PAPI(P2L)-GA 2.35° TCH 35'. Tree.

RWY 22: REIL. PAPI(P2L)—GA 2.52° TCH 22'. Thid dspicd 294'. Bridge. RWY 13-31: H4999X150 (ASPH-GRVD) S-30, D-63, 2D-100

MIRI RWY 13: REIL. PAPI(P2L)-GA 3.05° TCH 42'. Tree. Rgt tfc. RWY 31: ODALS. PAPI(P4L). -GA 2.35° TCH 35'. Tree. AIRPORT REMARKS: Attended 1200-0000Z±. Cracks throughout Rwy 04-22 and Rwy 13-31 with grass encroachment. Bird and wildlife

on and invof the arpt. PAEW adjacent to all rwys and twys during dalgt hrs. Parasailing activity west of the arpt along beach. Arpt has extensive flight training. PPR for acft exceeding rwy weight bearing capacity-call arpt manager 941-486-2711. Noise sensitive arpt-voluntary restrictions in effect-Jet acft use noise

abatement procedures. Commercial landing fees in effect, fees for all charter and revenue producing acft. Rwy 22 calm wind rwy and noise abatement rwy. MIRL Rwys 04-22 and 13-31, REIL Rwys 04, 22, 13 and 31, PAPI Rwys 04, 22, 13, and 31, and

ODALS Rwy 31 opr dusk - 0500Z‡. After 0500Z‡ WEATHER DATA SOURCES: AWOS-1 119.275 (941) 486-2718.

COMMUNICATIONS: CTAF/UNICOM 122.725 **CLNC DEL** 118.075

(R) TAMPA APP/DEP CON 119.65 124.95

ACTIVATE-CTAF.

**VERO BEACH** 

RADIO AIDS TO NAVIGATION: NOTAM FILE SRQ.

SARASOTA (H) VORTAC 117.0 SRO

Chan 117 N27°24.42′ W82°33.82′ 163° 20.2 NM to fld. 20/02W. NDB (MHW) 206 VNC N27°03.69' W82°25.84' at fld. NOTAM FILE PIE.

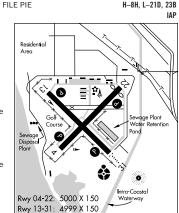
#### NEW HIBISCUS AIRPARK (X52) 7 W UTC-5(-4DT) N27°37.94′ W80°31.65′ FUEL 100LL NOTAM FILE PIE

COMMUNICATIONS: CTAF/UNICOM 122 8

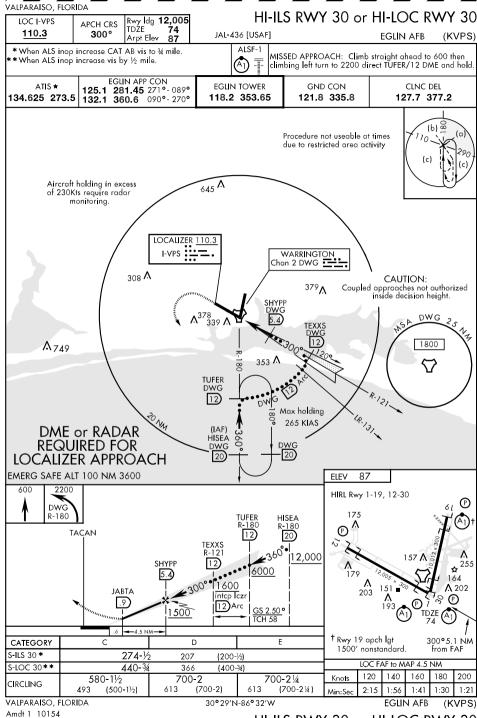
RWY 18-36: 3120X150 (TURF) LIRL (NSTD)

RWY 18: P-line. RWY 36: Thid dsplcd 200'. Trees.

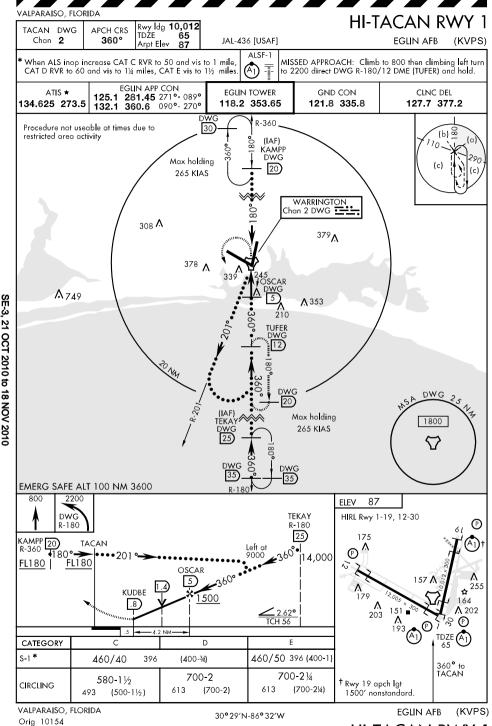
AIRPORT REMARKS: Attended dalgt hours. Extensive crop dusting opr. Rwy 36 dsplcd thld marked with one green lgt and two orange cones either side of rwy. Rwy 18 and Rwy 36 ends marked with one green lgt and two orange cones either side. Rwy 18 wheel mounted chemical tanks anchored at thId 80 ft left of centerline. PPR for transient training acft call 772-562-2715. Rwy 18-36 NSTD LIRL, thid lgts do not have split lenses.



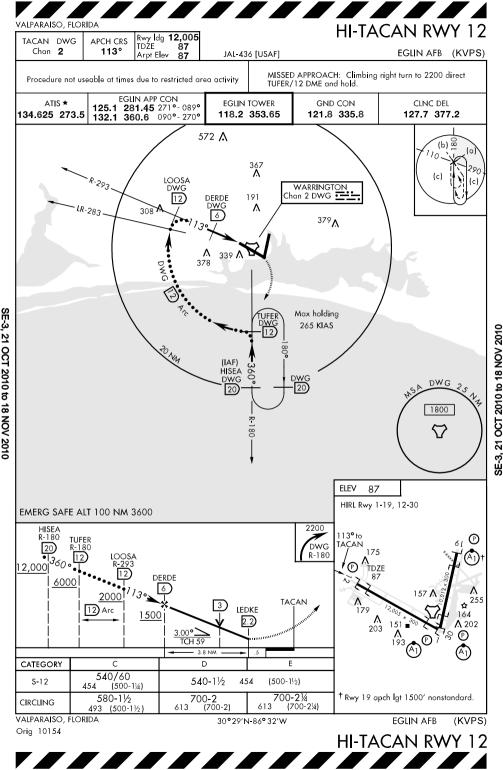
21 OCT 2010 to 18 NOV 2010



21 OCT 2010 to 18 NOV 2010



HI-TACAN RWY 1



VALPARAISO, FLORIDA Orig 07046

CIRCLING

475(500-34)

580-11/2

493(500-11/2)

30° 29' N-86° 32' W

613

700-2

613

(700-2)

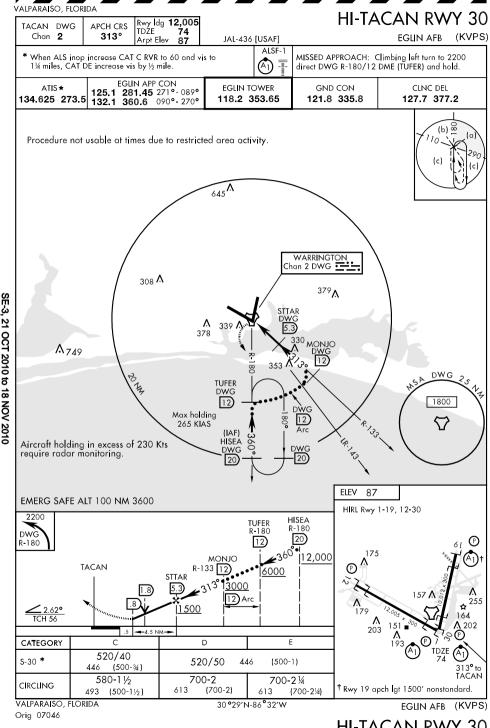
475(500-11/4)

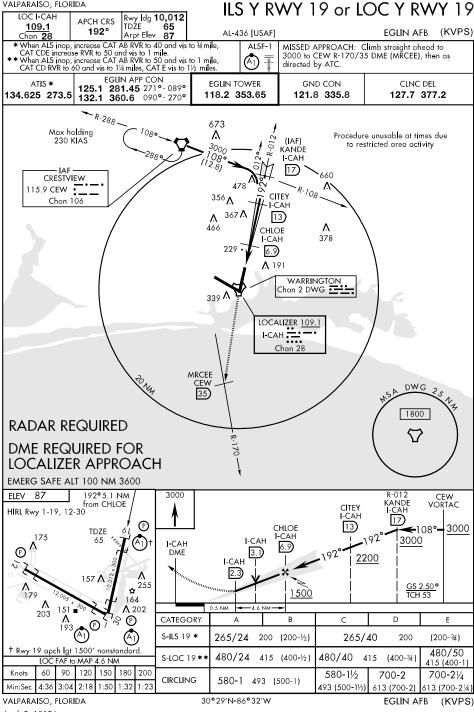
700-2½ (700-2½)

(KVPS) EGLIN AFB

SE-3, 21 OCT 2010 to 18 NOV 2010

† Rwy 19 apch lgt 1500' nonstandard.

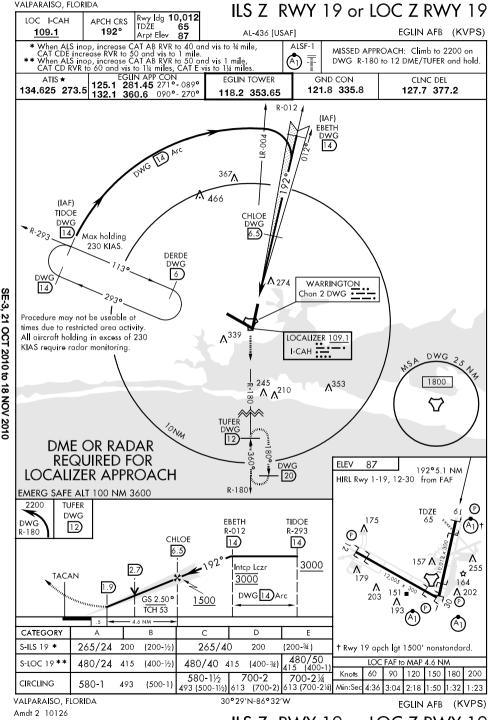




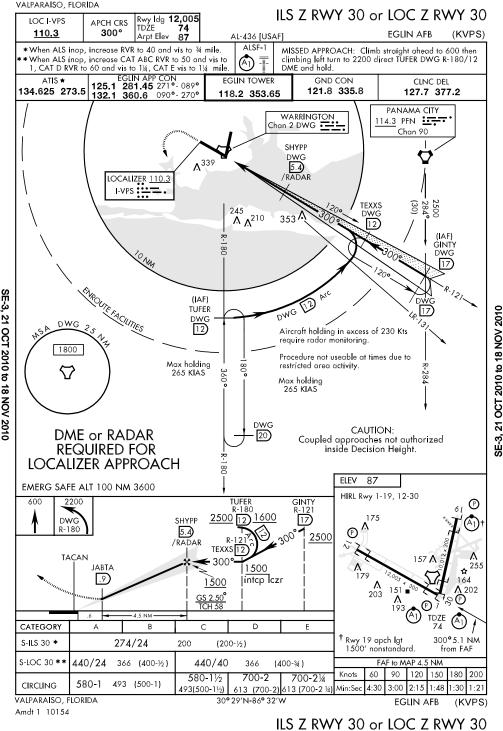
21 OCT 2010 to 18 NOV 2010

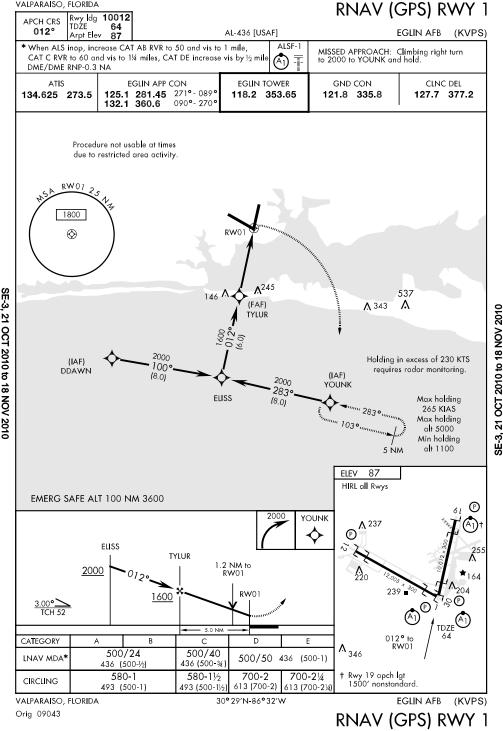
SE-3, 21 OCT 2010 to 18 NOV 2010

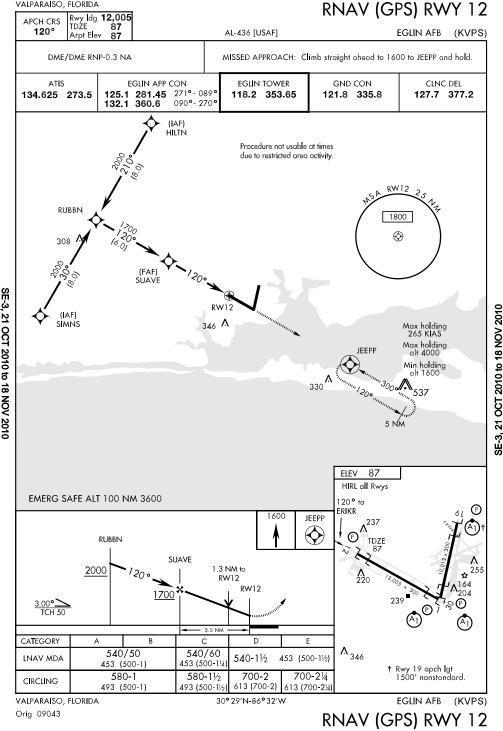
Amdt 3 10126 ILS Y RWY 19 or LOC

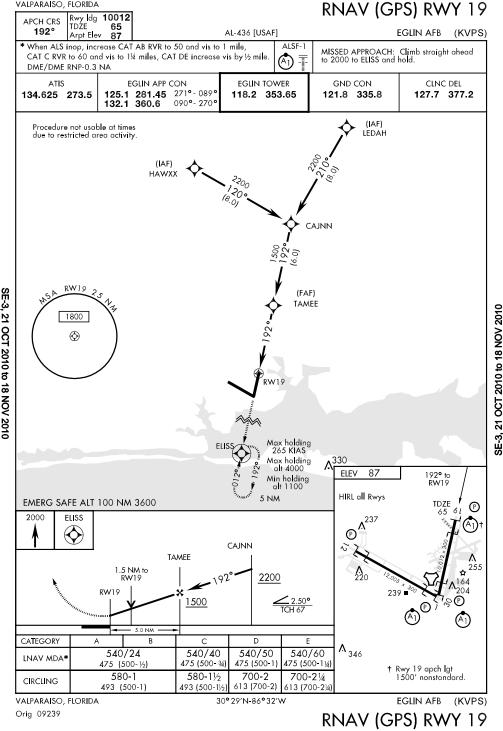


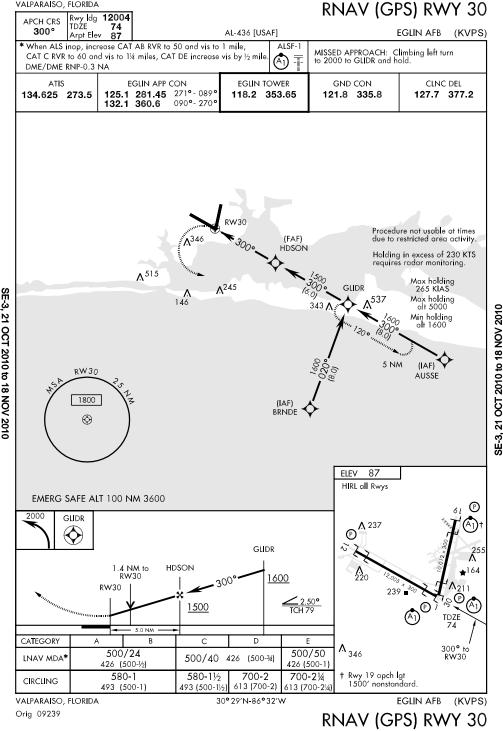
ILS Z RWY 19 or LOC Z RWY 19

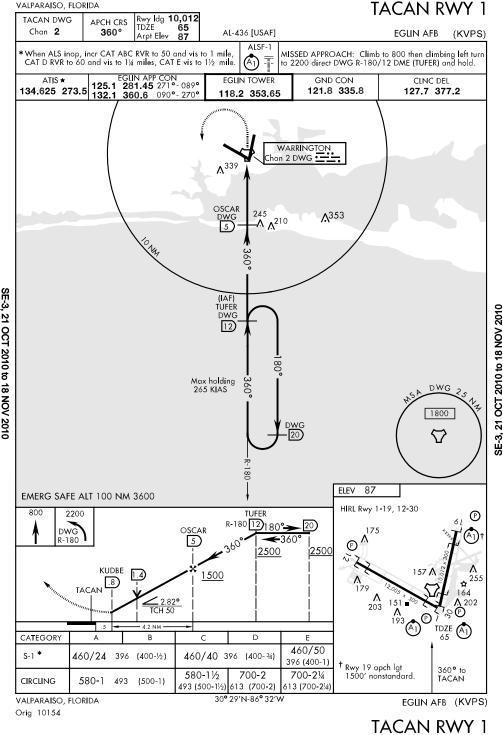


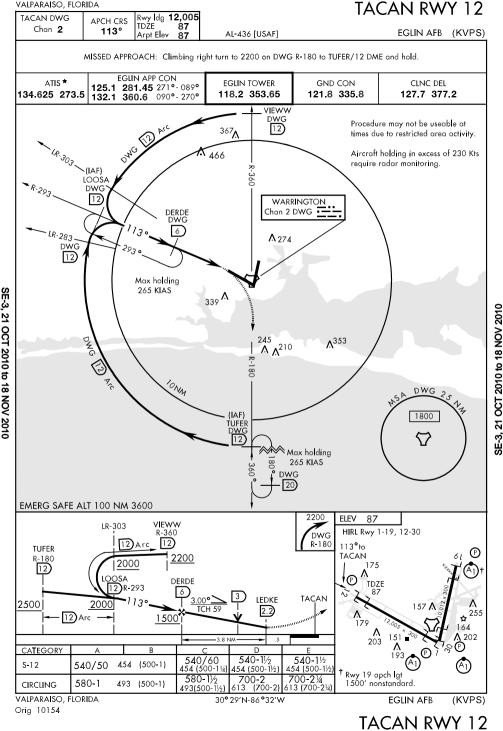


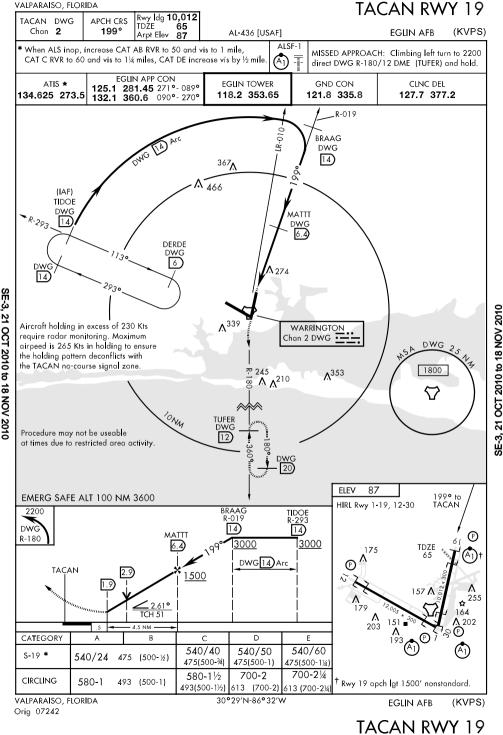


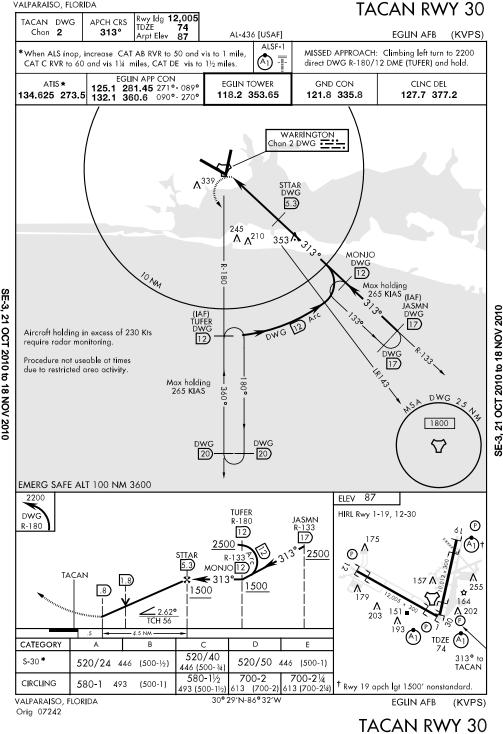












MIAMI

MIAMI

# **FLORIDA**

### CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: SFA ATIS 134.625 273.5 (1200-0400Z±) PTD 142.3 372.2

(R) APP/DEP CON 132.1 360.6 (090°-270°) 125.1 281.45 (271°-089°)

TOWER 118.2 353.65 GND CON 121.8 335.8 CLNC DEL 127.7 377.2

PMSV METRO 342.2 (Avbl during Wx opr hrs. Mon 0500Z±-Sat

EGLIN COMD POST (RAYMOND 11) 318.05 328.025

0500Z‡, clsd weekends and holidays, other times svc unavailable.)

AIRSPACE ATIS 133.0 379.15 (1200-0400Z‡)

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**2AWIH** WARRINGTON (T) TACAN Chan 2 DWG (134.5) N30°28.69′ W86°31.25′ at fld. 77/00°E.

ILS/DME 109.1 I-CAH Chan 28 Rwy 19. Class IA. No NOTAM MP glide slope Rwy 19 1st Tue of Feb and

Aug. ILS unmonitored 0600-1200Z‡ weekday, and 24 hrs weekend and holidays.

Rwy 30. Class IB. No NOTAM MP LOC 4th Wed of Feb and Aug 0900-1200Z‡. ILS unmonitored 0600-1200Z‡ weekday, and 24 hrs weekend and holidays.

ASR (Sat 0700-0900Z±)

COMM/NAV/WEATHER REMARKS: LOC Rwy 30 unusable 250' from thid inbound due to frequency interference from Rwy 19

LOC. When APP DEP clsd ctc twr on 121.8 335.8 337.2 for CLNC DEL. UHF equipped acft must use UHF in Eglin tfc pat.

VENICE MUNI (VNC) 2 S UTC-5(-4DT) N27°04.30′ W82°26.42′

18 FUEL 100LL, JET A TPA-1018(1000) NOTAM FILE PIE RWY 04-22: H5000X150 (ASPH) S-15. D-24

RWY 04: REIL. PAPI(P2L)-GA 2.35° TCH 35'. Tree.

RWY 22: REIL. PAPI(P2L)—GA 2.52° TCH 22'. Thid dspicd 294'. Bridge. RWY 13-31: H4999X150 (ASPH-GRVD) S-30, D-63, 2D-100

MIRI RWY 13: REIL. PAPI(P2L)-GA 3.05° TCH 42'. Tree. Rgt tfc. RWY 31: ODALS. PAPI(P4L). -GA 2.35° TCH 35'. Tree. AIRPORT REMARKS: Attended 1200-0000Z±. Cracks throughout Rwy 04-22 and Rwy 13-31 with grass encroachment. Bird and wildlife

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abatement procedures. Commercial landing fees in effect, fees for all charter and revenue producing acft. Rwy 22 calm wind rwy and noise abatement rwy. MIRL Rwys 04-22 and 13-31, REIL Rwys 04, 22, 13 and 31, PAPI Rwys 04, 22, 13, and 31, and

ODALS Rwy 31 opr dusk - 0500Z‡. After 0500Z‡ WEATHER DATA SOURCES: AWOS-1 119.275 (941) 486-2718.

COMMUNICATIONS: CTAF/UNICOM 122.725 **CLNC DEL** 118.075

(R) TAMPA APP/DEP CON 119.65 124.95

ACTIVATE-CTAF.

**VERO BEACH** 

RADIO AIDS TO NAVIGATION: NOTAM FILE SRQ.

SARASOTA (H) VORTAC 117.0 SRO

Chan 117 N27°24.42′ W82°33.82′ 163° 20.2 NM to fld. 20/02W. NDB (MHW) 206 VNC N27°03.69' W82°25.84' at fld. NOTAM FILE PIE.

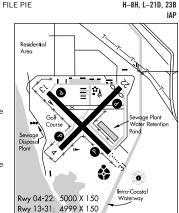
#### NEW HIBISCUS AIRPARK (X52) 7 W UTC-5(-4DT) N27°37.94′ W80°31.65′ FUEL 100LL NOTAM FILE PIE

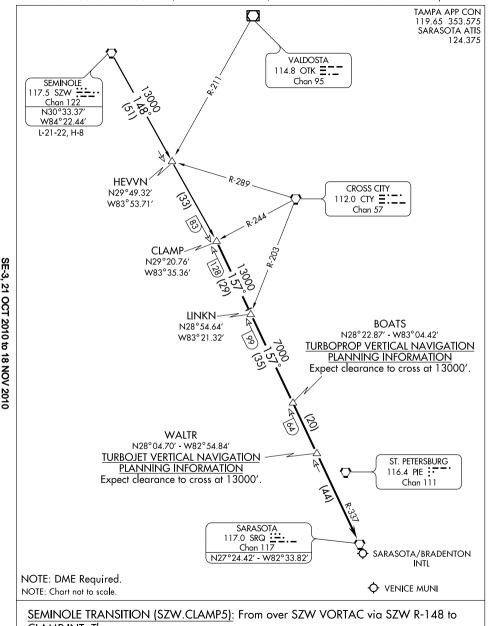
COMMUNICATIONS: CTAF/UNICOM 122 8

RWY 18-36: 3120X150 (TURF) LIRL (NSTD)

RWY 18: P-line. RWY 36: Thid dsplcd 200'. Trees.

AIRPORT REMARKS: Attended dalgt hours. Extensive crop dusting opr. Rwy 36 dsplcd thld marked with one green lgt and two orange cones either side of rwy. Rwy 18 and Rwy 36 ends marked with one green lgt and two orange cones either side. Rwy 18 wheel mounted chemical tanks anchored at thId 80 ft left of centerline. PPR for transient training acft call 772-562-2715. Rwy 18-36 NSTD LIRL, thid lgts do not have split lenses.





CLAMP INT. Thence. . . .

. . . . From over CLAMP INT via SRQ R-337 to SRQ VORTAC. Expect radar vectors to final approach course after WALTR.

10098

Amdt 2 08325

(IAF)

RETVE

200 ±

RW13

(FAF)

CATEGORY

LNAV MDA

CIRCLING

**1** 535

<sup>302</sup>∧

MISSED APPROACH: Climb to

V

SE-3, 21 OCT 2010 to 18 NOV 2010

**A** NA

TAMPA APP CON 119.65 353.575

¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters

NA. VDP NA when using Sarasota altimeter setting.

CLNC DEL 118.075

RETVE

۸<sup>604</sup>

**∧**584

Ź Z 2000

275 (NoP7) 2000 Hop (IF/IAF) FOVTA Y FOVTA (IAF) WONLC JÌVGÁ WONIC 2000 30 NW to MOKITO ELEV 18 Rwy 22 ldg 4706' 137° to RW13

842 4 NM 2000 Holding Pattern **FOVTA** 2000 **JIVGA** 1.3 NM to **RW13** RW13 1600 3.04° TCH 46 6.1 NM 3.5 NM

460-1 444 (500-1)

500-1 482 (500-1)

VENICE, FLORIDA Orig 08269

MIRL Rwys 4-22 and 13-31 1

REIL Rwys 4, 22, 13 and 310

TDZE

16

VENICE MUNI (VNC) RNAV (GPS)

460-11/4

444 (500-11/4)

500-11/2

482 (500-11/2)

Α

LEYIC

D

460-11/2

444 (500-11/2)

600-2

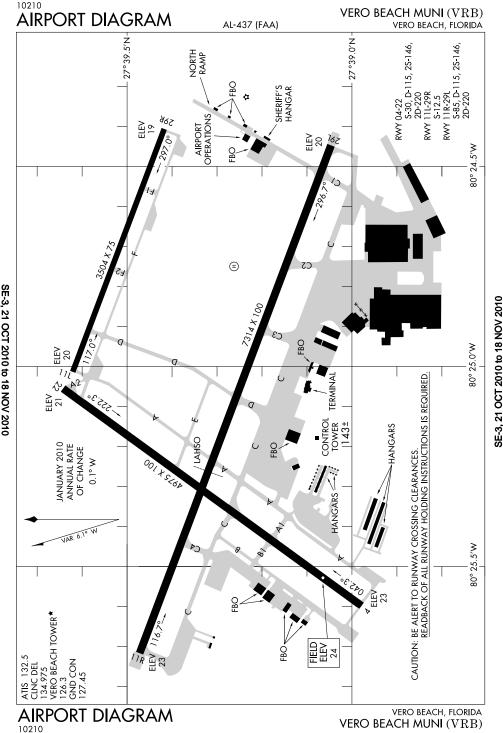
582 (600-2)

Orig 08269

SE-3, 21 OCT 2010 to 18 NOV 2010

27° 04′N-82° 26′W

RNAV (GPS)



# **FLORIDA**

VIRGINIA KEY N25°45.11' W80°09.27' NOTAM FILE MIA.

NDB (HW/LOM) 379 TL 007° 4.2 NM to Tallahassee Rgnl.

5 SW

N30°28.69′ W86°31.25′

RC0 122.1R 117.1T (MIAMI RADIO) **WAKUL** N30°19.57′ W84°21.50′

(See PANACEA)

Chan 2 DWG (134.5)

(CHN)

AIRPORT REMARKS: Attended continuously. COMMUNICATIONS: CTAF 122.9 R MIAMI CENTER APP/DEP CON 134.55 RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.

WAKULLA CO

WARRINGTON

(T) TACAN

WAUCHULA MUNI

S2

RWY 18-36: H4005X75 (ASPH)

106 B

(H) VOR/DME 117.1 VKZ Chan 118 293° 7.8 NM to Miami Intl. 5/04W.

NM blo 7500', 285°-319° byd 15 NM blo 7500', 320°-335° byd 25 NM blo 3000'.

NOTAM FILE CEW.

IAKEIAND (H) VORTAC 116 0 LAL Chan 107 N27°59 17' W82°00 83' 165° 29 1 NM to fld 135/01E

at Eglin AFB 77/00°E.

UTC-5(-4DT)

FUEL 100LL, MOGAS NOTAM FILE PIE

MIRI

RWY 18: PAPI(P4L)—GA 3.0° TCH 21'. Thid dsplcd 500'. Trees.

NOTAM FILE TLH.

140

NOTAM FILE VRB IAP. AD RWY 11R-29L: H7314X100 (ASPH-GRVD) S-85, D-115, 2S-146, 2D-220 MIRL RWY 11R: REIL. PAPI (P4L)-GA 3.0° TCH 41'. Trees. RWY 29L: REIL. PAPI(P4L) TCH 58'. RWY 04-22: H4975X100 (ASPH-GRVD) S-30, D-115, 2S-146, 2D-220 RWY 04: REIL. VASI(V4L)-GA 3.0° TCH 45'.Trees. RWY 22: REIL. PAPI(P4L)-GA 3.0° TCH 42'. Trees. RWY 11L-29R: H3504X75 (ASPH) S-12.5 MIRL RWY 11L: PAPI(P2L)—GA 3.0° TCH 37'. Tree. RWY 29R: PAPI(P2L)—GA 3.5° TCH 35', Poles. LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVBL RWY 29L 4700 04/22 AIRPORT REMARKS: Attended 1200-0200Z‡. Rwy 04-22 CLOSED when twr clsd. TPA 1024(1000) large acft 1524(1500). Rwy 11L-29R CLOSED when twr clsd. CLOSED to air carrier ops with more than 30 passenger seats except 24 hrs PPR, call arpt manager 772-978-4930. No intersection departures except by ATC req. Noise sensitive arpt. Jet acft use NBAA noise abatement procedures. Voluntary local noise abatement procedures in effect call 772-978-4930. No touch and go ops 0300-1200Z‡ except PPR. Extensive flight training, ACTIVATE MIRL Rwy 11R-29L and REIL Rwy 11R and Rwy 29L-CTAF. WEATHER DATA SOURCES: ASOS (772) 978-9535, HIWAS 117.3 VRB. COMMUNICATIONS: CTAF 126.3 ATIS 132.5 UNICOM 122.95 RCO 122.1R 117.3T (ST PETERSBURG RADIO) RCO 122.5 122.2 (ST PETERSBURG RADIO) (R) MIAMI CENTER APP/DEP CON 132.25 TOWER 126.3 133.15 (1200-0200Z‡) GND CON 127.45 **CLNC DEL** 134.975 AIRSPACE: CLASS D svc 1200-0200Z‡ other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE VRB. (H) VORTAC 117.3 VRB Chan 120 N27°40.71′ W80°29.38′ 114° 4.1 NM to fld. 20/04W. HIWAS.

VOR portion unusable 041°-064° bvd 20 NM blo 4500′, 091°-104° bvd 30 NM blo 3000′, 279°-284° bvd 25

N27°30.90′ W81°52.83′

VERO BEACH MUNI (VRB) 1 NW UTC-5(-4DT) N27°39.33′ W80°25.08′ B S4 FUEL 100, JET A OX 1, 2 TPA—See Remarks Class IV, ARFF Index A

H-81, L-24F

MIAMI

H-81, L-23C, A

**IACKSONVILLE** 

**NEW ORLEANS** 

L-21C, 22H

L-21D, 23B

RWY 36: PAPI(P4L)—GA 3.0° TCH 32'. Tree.

MIAMI

IAP

H-8G, L-21D, 22I

MIAMI

### LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned.  The Aeronautical Information Manual contains specific details on hold-short operations and markings.				
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE	
DAYTONA BEACH, FL				
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet	
	16	07L-25R	2,900 feet	
FORT LAUDERDALE, FL				
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet	
IACKSONIVILLE EL	31	08-26	3,250 feet	
JACKSONVILLE, FL CRAIG MUNI (CRG)	05	14-32	3,600 feet	
OKAIO MONI (OKO)	14	05-23	3,650 feet	
LAKELAND, FL		00 20	0,000 1001	
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet	
, ,	09	05-23	6,000 feet	
MIAMI, FL				
MIAMI INTL (MIA)	09	12-30	9,750 feet	
	12	09-27	8,100 feet	
ORLANDO, FL	0.5	40.04	4.470.4	
EXECUTIVE (ORL)	25	13-31	4,170 feet	
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet	
CREATED GAINT ORD (GFB)	09C	18-36	3,150 feet	
	18	09R-27L	4,624 feet	
	27L	18-36	5,760 feet	
	36	09L-27R	5,300 feet	
POMPANO BEACH, FL				
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet	
OT DETERORUPO OF EARWATER FL	15	10-28	3,800 feet	
ST. PETERSBURG-CLEARWATER, FL ST. PETERSBURG-CLEARWATER INTL				
(PIE)	04	09-27	4,286 feet	
	09	04-22	4,733 feet	
	17L 22	04-22 17L-35R	7,557 feet 4,514 feet	
	35R	09-27	3,405 feet	
SARASOTA (BRADENTON), FL	COIL	00 21	0,400 1001	
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet	
TAMPA, FL				
TAMPA INTL (TPA)	18L	09-27	5,650 feet	
	27	18L-36R	4,350 feet	
TITUSVILLE, FL				
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet	
VEDO BEACH EL	36	09-27	3,750 feet	
VERO BEACH, FL VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet	
VERO BEAGITIMONI (VICE)	23L	04 22	4,7000 1001	
WEST PALM BEACH,				
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet	
	14	10L-28R	4,370 feet	
	28R	14-32	3,725 feet	

21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

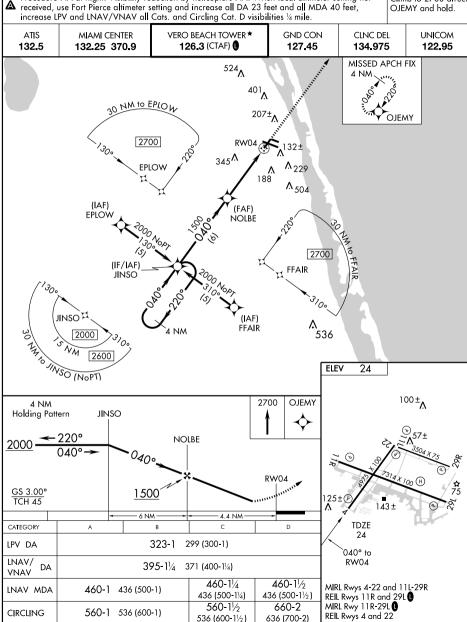
VERO BEACH MUNI (VRB)

SE-3, 21 OCT 2010 to 18 NOV 2010

Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA.

Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not

MISSED APPROACH: Climb to 2700 direct OJEMY and hold.



VERO BEACH, FLORIDA

SE-3,

21 OCT 2010 to 18 NOV 2010

Orig 09071

27° 39'N-80° 25'W

VERO BEACH MUNI (VRB)RNAV (GPS) RWY 4

SE-3,

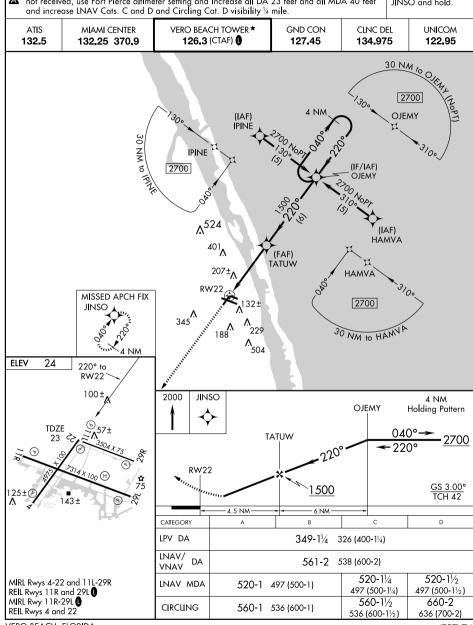
, 21 OCT 2010 to 18 NOV 2010

## RNAV (GPS) RWY 22 veró beach muni (m VRB)

Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and increase LNAV Cats. C and D and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct JINSO and hold

SE-3, 21 OCT 2010 to 18 NOV 2010



VERO BEACH, FLORIDA

Orig 09071

SE-3, 21 OCT 2010 to 18 NOV 2010

27° 39'N-80° 25'W

VERO BEACH MUNI (VRB)RNAV (GPS)

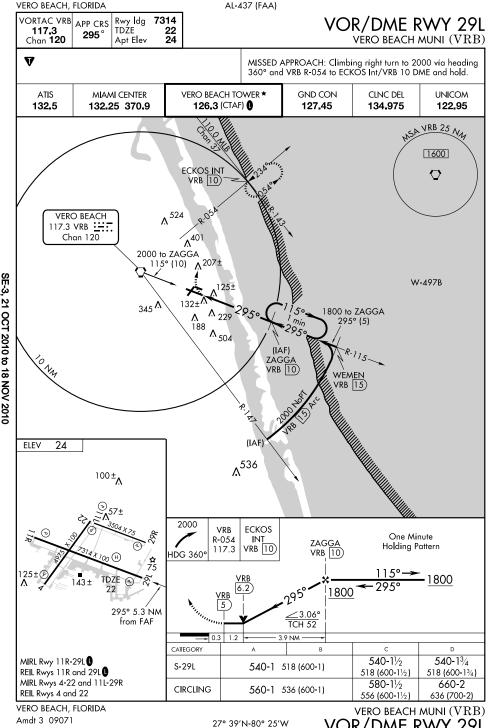
30 NM to SUND (IF/IAF) SUNDY PUUMA PUUMA (NOPT) 2700 (IAF) SUNDY 2700 ۸<sup>536</sup> 30 HM 10 ELEV 24 100±∧ 2000 HOCKI 4 NM **PUUMA** Holding Pattern **ZOROE** 2700 \*LNAV only. \*1.5 NM to RW29L RW29L GS 3.00° TCH 58 1500 TDZE +1.5 NM+ 3 NM 6 NM CATEGORY 295° to RW29L LPV DA 293-1 271 (300-1) LNAV/ DA 526-13/4 504 (600-13/4) VNAV 540-11/2 540-13/4 MIRL Rwys 4-22 and 11L-29R LNAV MDA 540-1 518 (600-1) 518 (600-11/2) 518 (600-134) REIL Rwys 11R and 29L MIRL Rwy 11R-29L 560-11/2 660-2 CIRCLING 560-1 536 (600-1) REIL Rwys 4 and 22 536 (600-11/2) 636 (700-2)

VERO BEACH, FLORIDA

Amdt 1 09071

SE-3, 21 OCT 2010 to 18 NOV 2010

VERO BEACH MUNI (VRB) RNAV (GPS)



# **FLORIDA**

(See PANACEA)

Chan 2 DWG (134.5)

(CHN)

AIRPORT REMARKS: Attended continuously. COMMUNICATIONS: CTAF 122.9 R MIAMI CENTER APP/DEP CON 134.55 RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.

N30°28.69′ W86°31.25′

5 SW

WARRINGTON

(T) TACAN

WAUCHULA MUNI

S2

RWY 18-36: H4005X75 (ASPH)

106 B

140

VERO BEACH MUNI (VRB) 1 NW UTC-5(-4DT) N27°39.33′ W80°25.08′ MIAMI B S4 FUEL 100, JET A OX 1, 2 TPA—See Remarks Class IV, ARFF Index A H-81, L-24F NOTAM FILE VRB IAP. AD RWY 11R-29L: H7314X100 (ASPH-GRVD) S-85, D-115, 2S-146, 2D-220 MIRL RWY 11R: REIL. PAPI (P4L)-GA 3.0° TCH 41'. Trees. RWY 29L: REIL. PAPI(P4L) TCH 58'. RWY 04-22: H4975X100 (ASPH-GRVD) S-30, D-115, 2S-146, 2D-220 RWY 04: REIL. VASI(V4L)-GA 3.0° TCH 45'.Trees. RWY 22: REIL. PAPI(P4L)-GA 3.0° TCH 42'. Trees. RWY 11L-29R: H3504X75 (ASPH) S-12.5 MIRL RWY 11L: PAPI(P2L)—GA 3.0° TCH 37'. Tree. RWY 29R: PAPI(P2L)—GA 3.5° TCH 35', Poles. LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVBL RWY 29L 4700 04/22 AIRPORT REMARKS: Attended 1200-0200Z‡. Rwy 04-22 CLOSED when twr clsd. TPA 1024(1000) large acft 1524(1500). Rwy 11L-29R CLOSED when twr clsd. CLOSED to air carrier ops with more than 30 passenger seats except 24 hrs PPR, call arpt manager 772-978-4930. No intersection departures except by ATC req. Noise sensitive arpt. Jet acft use NBAA noise abatement procedures. Voluntary local noise abatement procedures in effect call 772-978-4930. No touch and go ops 0300-1200Z‡ except PPR. Extensive flight training, ACTIVATE MIRL Rwy 11R-29L and REIL Rwy 11R and Rwy 29L-CTAF. WEATHER DATA SOURCES: ASOS (772) 978-9535, HIWAS 117.3 VRB. COMMUNICATIONS: CTAF 126.3 ATIS 132.5 UNICOM 122.95 RCO 122.1R 117.3T (ST PETERSBURG RADIO) RCO 122.5 122.2 (ST PETERSBURG RADIO) (R) MIAMI CENTER APP/DEP CON 132.25 TOWER 126.3 133.15 (1200-0200Z‡) GND CON 127.45 **CLNC DEL** 134.975 AIRSPACE: CLASS D svc 1200-0200Z‡ other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE VRB. (H) VORTAC 117.3 VRB Chan 120 N27°40.71′ W80°29.38′ 114° 4.1 NM to fld. 20/04W. HIWAS. VIRGINIA KEY N25°45.11′ W80°09.27′ NOTAM FILE MIA. MIAMI (H) VOR/DME 117.1 VKZ Chan 118 293° 7.8 NM to Miami Intl. 5/04W. H-81, L-23C, A VOR portion unusable 041°-064° bvd 20 NM blo 4500′, 091°-104° bvd 30 NM blo 3000′, 279°-284° bvd 25 NM blo 7500', 285°-319° byd 15 NM blo 7500', 320°-335° byd 25 NM blo 3000'. RC0 122.1R 117.1T (MIAMI RADIO) **WAKUL** N30°19.57′ W84°21.50′ NOTAM FILE TLH. **IACKSONVILLE** NDB (HW/LOM) 379 TL 007° 4.2 NM to Tallahassee Rgnl. H-8G, L-21D, 22I WAKULLA CO

NOTAM FILE CEW.

IAKEIAND (H) VORTAC 116 0 I AI Chan 107 N27°59 17' W82°00 83' 165° 29 1 NM to fld 135/01E

N27°30.90′ W81°52.83′

at Eglin AFB 77/00°E.

UTC-5(-4DT)

FUEL 100LL, MOGAS NOTAM FILE PIE

MIRI

RWY 18: PAPI(P4L)—GA 3.0° TCH 21'. Thid dsplcd 500'. Trees.

**NEW ORLEANS** 

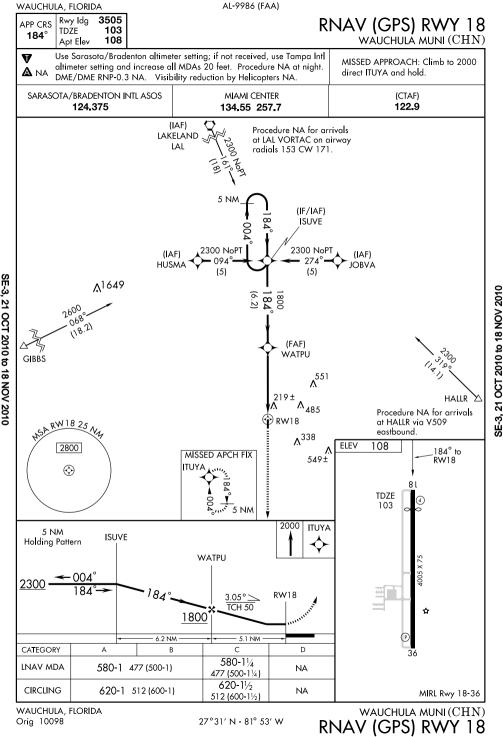
L-21C, 22H

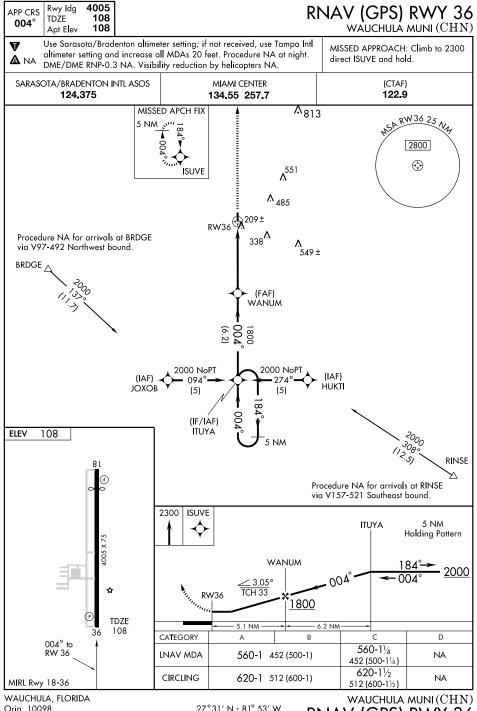
L-21D, 23B

RWY 36: PAPI(P4L)—GA 3.0° TCH 32'. Tree.

MIAMI

IAP





AL-9986 (FAA)

WAUCHULA, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

**FLORIDA** 

UTC-5(-4DT)

NOTAM FILE MIA

12 NW

TPA—See Remarks

**WEST PALM BEACH** NORTH PALM BEACH CO GENERAL AVIATION (F45)

> RWY 31: REIL, PAPI(P2L)-GA 3.0° TCH 40', Trees. RWY 08R-261 · H4300X100 (ASPH)

B S4 FUEL 100LL, JET A

RWY 13-31: H4303X75 (ASPH) HIRL

RWY 08R: REIL, PAPI(P2L)—GA 3.0° TCH 40', Rgt tfc. RWY 26L: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Trees.

RWY 13: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Trees. Rgt tfc.

RWY 08L-26R: 3700X75 (TURF) RWY 08L: Trees.

RWY 26R: P-line. Rgt tfc.

AIRPORT REMARKS: Attended continuously, Bird activity invof arpt. Extensive helicopter training, Rwy 13-31 acft over 30,000 lbs prohibited. Rwy 8R-26L acft over 12.500 lbs GWT prohibited. Noise abatement procedures—Rwy 13-31 preferred nighttime rwy: 24 hour noise abatement monitoring call 561-626-7631. Rwy 08L-26R marked with PVC pipe every 200 ft, TPA-1022 (1000); TPA for jet acft-1522 (1500). Arpt lgts opr

dusk-0200Z‡, after 0200Z‡ ACTIVATE HIRL Rwy 08R-26L and Rwv 13-31, and REIL Rwv 08R, Rwv 26L, Rwv 13 and Rwv

6 S

UTC-5(-4DT)

N26°40 80' W80°05 19'

31-CTAF. WEATHER DATA SOURCES: AWOS-3 119.975 (561)630-6932. COMMUNICATIONS: CTAF/UNICOM 123.075

(R) PALM BEACH APP/DEP CON 124.6 CLNC DEL 120.825 RADIO AIDS TO NAVIGATION: NOTAM FILE PBI.

PALM BEACH (H) VORTAC 115.7 PBI Chan 104 N26°40.80′ W80°05.19′

ILS/DME 110.75 I-GHO Chan 44(Y) Rwy 08R.

(LNA)

RWY 09-27: H3489X75 (ASPH) S-30 RWY 09: PAPI(P2L)-GA 4.0° TCH 32'. Trees. RWY 27: PAPI(P2L)-GA 4.0° TCH 49'. Trees. RWY 15-33: H3421X100 (ASPH) S-30

PALM BEACH CO PARK

RWY 15: PAPI(P2L)-GA 3.5° TCH 43'. Trees. RWY 33: PAPI(P2L)-GA 3.5° TCH 37'. Trees. RWY 03-21: H3256X75 (ASPH) S-30 MIRL

RWY 03: PAPI(P2L). Trees. RWY 21: PAPI(P2L). Brush. AIRPORT REMARKS: Attended 1300-0100Z‡. Sea gulls on and invof

arpt. Arpt CLOSED to jet acft and all acft over 12,500 lbs Maximum GWT. Noise abatement procedures all rwys; call 561-683-0472. Preferential Rwy 03-21 conditions permitting. No

touch and go ldgs on Rwy 09-27. TPA for conventional

acft-1014(1000); high performance acft-1514(1500). Arpt lgts opr dusk-0100Z±: after 0100Z±. ACTIVATE MIRL Rwv 03-21. Rwv 09-27, Rwy 15-33 and PAPI Rwy 03, Rwy 21, Rwy 09, Rwy 27, Rwv 15. and Rwv 33-CTAF. WEATHER DATA SOURCES: AWOS-3 119.925 (561)964-0308.

COMMUNICATIONS: CTAF/UNICOM 122.7 RC0 122.4 122.1R 115.7T (MIAMI RADIO) (R) APP/DEP CON 125.2

RADIO AIDS TO NAVIGATION: NOTAM FILE PBI. (H) VORTAC 115 7 PBI Chan 104

327° 12.3 NM to fld. 19/03W. ILS unmonitored. N26°35.58' W80°05.10' MIAMI FUEL 100LL, JET A TPA-See Remarks NOTAM FILE MIA I-23C IAP

182° 5 2 NM to fld 19/03W

N26°50.76′ W80°13.34′

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3700 X 75

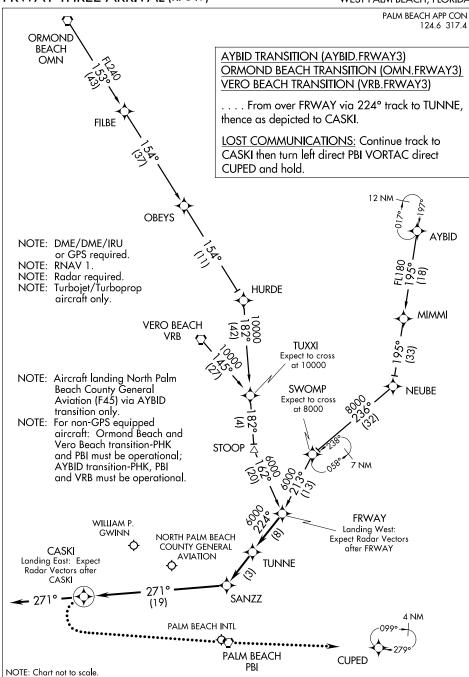
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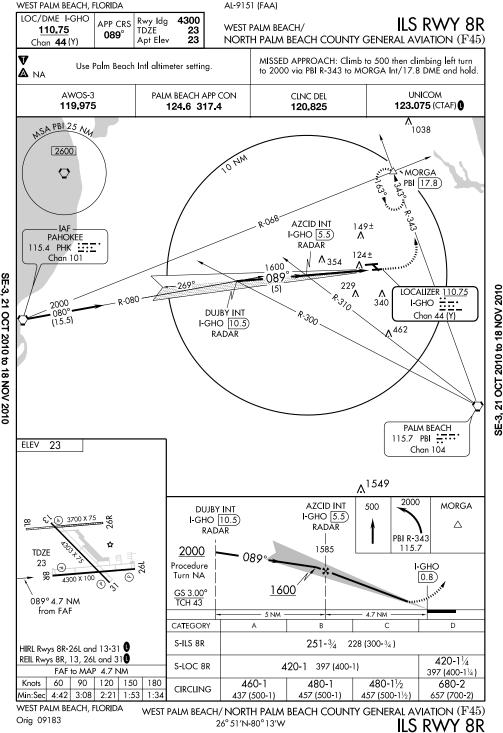
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L-23C

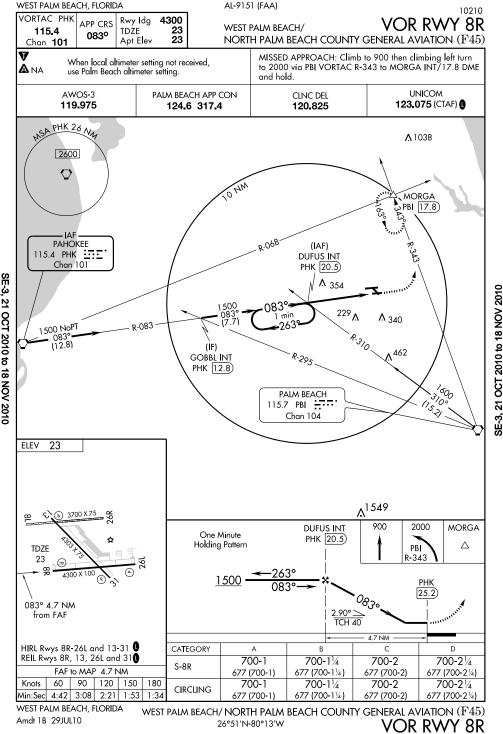
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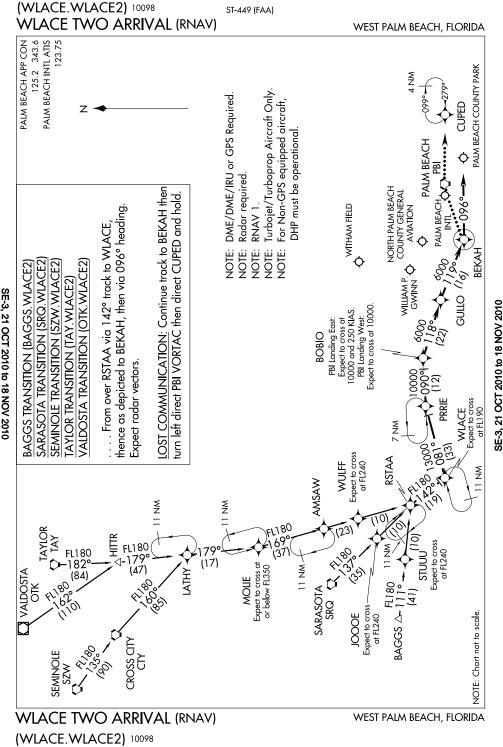
FRWAY THREE ARRIVAL (RNAV)





26° 51′N-80° 13′W





**FLORIDA** 

UTC-5(-4DT)

NOTAM FILE MIA

12 NW

TPA—See Remarks

**WEST PALM BEACH** NORTH PALM BEACH CO GENERAL AVIATION (F45)

> RWY 31: REIL, PAPI(P2L)-GA 3.0° TCH 40', Trees. RWY 08R-261 · H4300X100 (ASPH)

B S4 FUEL 100LL, JET A

RWY 13-31: H4303X75 (ASPH) HIRL

RWY 08R: REIL, PAPI(P2L)—GA 3.0° TCH 40', Rgt tfc. RWY 26L: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Trees.

RWY 13: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Trees. Rgt tfc.

RWY 08L-26R: 3700X75 (TURF) RWY 08L: Trees.

RWY 26R: P-line. Rgt tfc.

AIRPORT REMARKS: Attended continuously, Bird activity invof arpt. Extensive helicopter training, Rwy 13-31 acft over 30,000 lbs prohibited. Rwy 8R-26L acft over 12.500 lbs GWT prohibited. Noise abatement procedures—Rwy 13-31 preferred nighttime rwy: 24 hour noise abatement monitoring call 561-626-7631. Rwy 08L-26R marked with PVC pipe every 200 ft, TPA-1022 (1000); TPA for jet acft-1522 (1500). Arpt lgts opr

dusk-0200Z‡, after 0200Z‡ ACTIVATE HIRL Rwy 08R-26L and Rwv 13-31, and REIL Rwv 08R, Rwv 26L, Rwv 13 and Rwv

6 S

UTC-5(-4DT)

N26°40 80' W80°05 19'

31-CTAF. WEATHER DATA SOURCES: AWOS-3 119.975 (561)630-6932. COMMUNICATIONS: CTAF/UNICOM 123.075

(R) PALM BEACH APP/DEP CON 124.6 CLNC DEL 120.825 RADIO AIDS TO NAVIGATION: NOTAM FILE PBI.

PALM BEACH (H) VORTAC 115.7 PBI Chan 104 N26°40.80′ W80°05.19′

ILS/DME 110.75 I-GHO Chan 44(Y) Rwy 08R.

(LNA)

RWY 09-27: H3489X75 (ASPH) S-30 RWY 09: PAPI(P2L)-GA 4.0° TCH 32'. Trees. RWY 27: PAPI(P2L)-GA 4.0° TCH 49'. Trees. RWY 15-33: H3421X100 (ASPH) S-30

PALM BEACH CO PARK

RWY 15: PAPI(P2L)-GA 3.5° TCH 43'. Trees. RWY 33: PAPI(P2L)-GA 3.5° TCH 37'. Trees. RWY 03-21: H3256X75 (ASPH) S-30 MIRL

RWY 03: PAPI(P2L). Trees. RWY 21: PAPI(P2L). Brush. AIRPORT REMARKS: Attended 1300-0100Z‡. Sea gulls on and invof

arpt. Arpt CLOSED to jet acft and all acft over 12,500 lbs Maximum GWT. Noise abatement procedures all rwys; call 561-683-0472. Preferential Rwy 03-21 conditions permitting. No

touch and go ldgs on Rwy 09-27. TPA for conventional

acft-1014(1000); high performance acft-1514(1500). Arpt lgts opr dusk-0100Z±: after 0100Z±. ACTIVATE MIRL Rwv 03-21. Rwv 09-27, Rwy 15-33 and PAPI Rwy 03, Rwy 21, Rwy 09, Rwy 27, Rwv 15. and Rwv 33-CTAF. WEATHER DATA SOURCES: AWOS-3 119.925 (561)964-0308.

COMMUNICATIONS: CTAF/UNICOM 122.7 RC0 122.4 122.1R 115.7T (MIAMI RADIO) (R) APP/DEP CON 125.2

RADIO AIDS TO NAVIGATION: NOTAM FILE PBI. (H) VORTAC 115 7 PBI Chan 104

327° 12.3 NM to fld. 19/03W. ILS unmonitored. N26°35.58' W80°05.10' MIAMI FUEL 100LL, JET A TPA-See Remarks NOTAM FILE MIA I-23C IAP

182° 5 2 NM to fld 19/03W

N26°50.76′ W80°13.34′

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3700 X 75

141

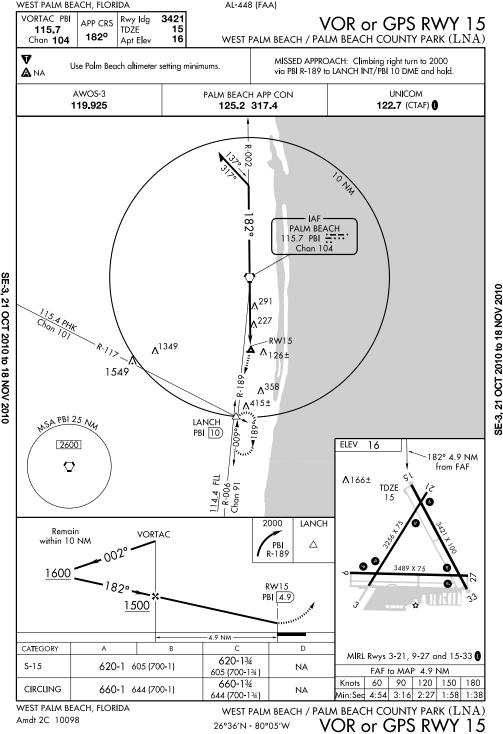
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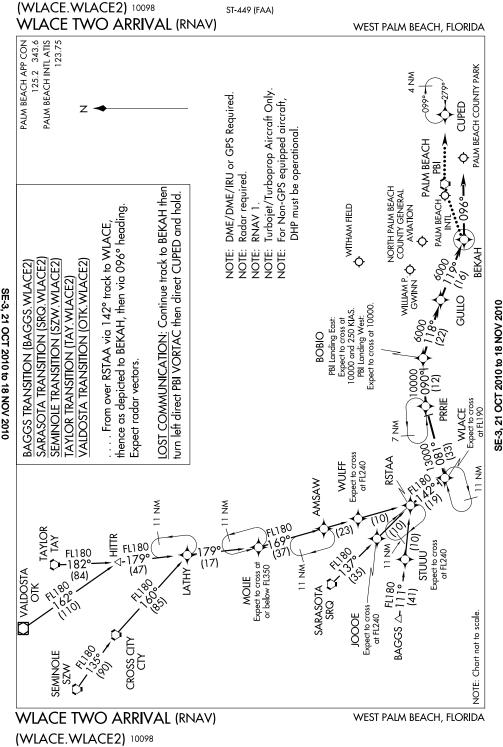
L-23C

IAP

### PALM BEACH APP CON ARRIVAL DESCRIPTION 124.6 317.4 PAIM BEACH INTLATIS 123.75 ORMOND BEACH ORMOND BEACH TRANSITION (OMN.TUXXI1): 112.6 OMN **Ξ** Ξ From over OMN VORTAC via OMN R-147 to HURDE Chan 73 N29°18.20′ INT then via PBI R-359 to STOOP INT thence... W81°06.76′ VERO BEACH TRANSITION (VRB.TUXXI1): L-21-23-24, H-8 From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence... **FILBE** N28°42.14' W80° 40.60′ . . . From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course. **OBEYS** N28°10.51′ - W80°17.94′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL240 HURDE N28°01.51′ W80°11.55′ VERO BEACH 117.3 VRB ::: Chan 120 N27°40.71 W80° 29.38′ L-23-24, H-8 10000 TUXXI N27°19.08′ - W80°08.19′ 143 129) TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at 10,000' NOTE: Turbojets and (38 Turboprops only. NOTE: DME Required. STOOP N27°15.19′ - W80°07.88′ PAHOKEE 115.4 PHK ::: Expect Radar Vectors to Final Approach Chan 101 course. R-047 PALM BEACH WILLIAM P. GWINN 115.7 PBI **∺...** Chan 104 N26°40.80′ W80°05.19′ PALM BEACH INTL PALM BEACH COUNTY PARK BOCA RATON Ó NOTE: Chart not to scale.

21 OCT 2010 to 18 NOV 2010





# AIRPORT DIAGRAM

142 **FLORIDA** 

### PALM BEACH INTL (PBI) 3 W UTC-5(-4DT) N26°40.99′ W80°05.74′ **S4** FUEL 100LL, JET A OX 1, 2, 3, 4 AOE Class I, ARFF Index D H-81. L-23C NOTAM FILE PBI IAP. AD RWY 10L-28R: H10008X150 (ASPH-GRVD) S-85, D-200, 2S-175. Residential 2D-400 HIRI Area Trailer G. RWY 10L: MALSR, PAPI(P4R)—GA 3.0° TCH 52', Thid displied 1200'. Unde Park RWY 28R: REIL.PAPI(P4L)—GA 3.0° TCH 72'. Thid dspicd 811'. RWY 14-32: H6932X150 (ASPH-GRVD) S-100, D-180, 2S-175. 2D-325, 2D/2D2-400 MIRL RWY 14: REIL. PAPI(P4R)-GA 3.0° TCH 67'. Trees. RWY 32: REIL, PAPI(P4L)—GA 3.0° TCH 67', Thid dsplcd 428'. Road. RWY 10R-28L: H3213X75 (ASPH) S-25 MIRI RWY 10R: ODALS. REIL. PAPI(P4L). Rgt tfc. RWY 28L: ODALS, REIL, PAPI(P4R). LAND AND HOLD SHORT OPERATIONS Residential Residentia Area DANDING HOLD SHORT POINT DIST AVBL Area RWY 10L 14 - 323200 RWY 14 10L-28R 4370 RWY 28R 14-32 3725 RIINWAY DECLARED DISTANCE INFORMATION Rwy 10R-28L: 3213 X 75 RWY 10L: TORA-10000 TODA-10000 ASDA-10000 LDA-8800 RWY 10R: TORA-3213 TODA-3213 ASDA-3213 LDA-3213 RWY 14: TORA-6932 TODA-6932 ASDA-6000 LDA-6000 RWY 28L: TORA-3213 TODA-3213 ASDA-3213 LDA-3213 RWY 28R: TORA-10000 TODA-10000 ASDA-10000 LDA-9189 RWY 32: TORA-6932 TODA-6932 ASDA-6932 LDA-6514 AIRPORT REMARKS: Attended continuously. Migratory birds on and invof arpt. Ultralight activity invof arpt. Noise abatement procedures in effect call 561-471-7467. Multiengine flight training prohibited SS to SR Sun and Holiday: strict environmental operating Stage 2 acft 0300-1200Z± call noise abatement officer 561-471-7467. Be alert: Twy L is located between Rwys 10L-28R and 10R-28L. Twy L is wider and longer than Rwy 10R-28L-Do not confuse Twy L for runway. Twy L limited to B-727-100 series and smaller acft. Be alert. Rwy 28L and Rwy 28R thlds staggered by 5400'. Portions of Twy F south of Twy G to AER 32 not visible from twr due to buildings and parked acft. SE portion of Twy F adjacent to AER 32 is not visible from twr. Rwy 10R-28L non-air carrier acft only. Rwy 10L touchdown and rollout runway visual range avbl. Rwy 28R touchdown and rollout runway visual range avbl. ODALS Rwy 10R and Rwy 28L opr SR-SS only. User fee. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices-U.S. Special Customs Requirement. WEATHER DATA SOURCES: ASOS-123.75 (561) 683-2548. LLWAS. COMMUNICATIONS: D-ATIS 123.75 UNICOM 122.95 RC0 122.1R 115.7T (MIAMI RADIO) RCO 122.4 (MIAMI RADIO) (R) APP CON 124.6 (North) 125.2 (South) R DEP CON 128.3 (North) 125.2 (South) TOWER 119.1 118.75 GND CON 121 9 **CINC DEL** 121 6

N26°40.80′ W80°05.19′

ILS 111.9 I–PWB Rwy 28R.

PBI

Rwv 10L.

AIRSPACE: CLASS C svc continuous etc APP CON RADIO AIDS TO NAVIGATION: NOTAM FILE PBI.

I-PBI

(H) VORTAC 115.7

ILS 111.9

CLASS G.

MIAMI

at fld. 19/03W.

Chan 104

SL-449 (FAA) (BUFIT1.BUFIT) 10098 WEST PALM BEACH/PALM BEACH INTL (PBI)ONE WEST PALM BEACH, FLORIDA (9) 161 HE (51) 83 5000 \*1400 4000 JIMEY HEATT (6) AHABB BUFIT (6)

### NOTE: Chart not to scale. (6) DER, 155' right of centerline, up to 44' AGL/63' MSL rees beginning 649' from DER, 24' left of centerline, Rwy 10L: Light pole 1461' from DER, 843' right of centerline, UFIRD Vehicles on road, light poles, and trees beginning Transmission line tower, traffic signal, poles, and Sign, light pole, and trees beginning 1233' from 168' from DER, 76' right of centerline, up to 87' Light pole and trees beginning 1205' from DER, •°960 323' left of centerline, up to 63' AGL/82' MSL. frees beginning 1108′ from DER, 548′ right of Trees beginning 1993' from DER, 444' left of 9 °660 520 . 960 centerline, up to 69' AGL/88' MSL. centerline, up to 70' AGL/89' MŚL BRTHR (5) up to 71' AGL/90' MSL. **PYRUT TAKEOFF OBSTACLE NOTES:** 520 45' AGL/64' MSL. AGL/106' MSL. SE-3, 21 OCT 2010 to 18 NOV 2010 2 CRYER (2) SZZ Rwy 28R: Rwy 32: Rwy 14: For non-GPS equipped aircraft: FLL and PBI DMEs must be operational for takeoff Rwy 10L, 14. FLL, PBI, and PHK DMEs must be operational UTLEY 4000 Fransponder code will be issued via PDC or Palm Beach CLNC DEL. Rwy 28R: Standard with minimum Rwy 14, 10L, 32: Standard with climb of 500′ per NM to 520. minimum climb of 500' per ATC climb of 500' per NM direct CRYER, then via depicted route to BUFIT. Thence. direct BAYBE, then via depicted route to BUFIT. Thence. Climb heading 279° to 520, then ... via depicted route to HEATT. Maintain 4000 or as IAKEOFF RWY 10L: Climb heading 099° to 520, then 'AKEOFF RWY 32: Climb heading 321° to 520, then direct UFIRD, then via depicted route to BUFIT. Thence AKEOFF RWY 14: Climb heading 141° to 520, then If unable to accept minimum climb rates, advise ATC 8wy 10R, 28L: NA-ATC. AKEOFF MINIMUMS: assigned by ATC. Expect clearance to filed altitude DEPARTURE ROUTE DESCRIPTION NM to 520. to 4000.

SE-3, 21 OCT 2010 to 18 NOV 2010

### HILEY TRANSITION (BUFIT1. HILEY) within 10 minutes after departure. For Turbojets only. AKEOFF RWY 28R: eff turn direct BUFIT. PALM BEACH DEP CON PALM BEACH TOWER 128.3 387.1 (North) 125.2 343.6 (South) 119.1 257.8 121.9 257.8 SND CON CLNC DEL SOTE: SOTE: S S S S S SOTE: Ž Ž Ž Ž Ž Ž 121.6 WEST PALM BEACH. **DFPARTURE** (RNAV) WEST PALM BEACH PALM BEACH INTL (PBI)

for takeoff Rwy 28R, 32.

Thence . . .

DME/DME/IRU or GPS Required.

RADAR Required.

RNAV 1

on initial contact.

PALM BEACH APP CON 124.6 317.4 ORMOND **BEACH** AYBID TRANSITION (AYBID.FRWAY3) OMN ORMOND BEACH TRANSITION (OMN.FRWAY3) VERO BEACH TRANSITION (VRB.FRWAY3) . . . . From over FRWAY via 224° track to TUNNE, thence as depicted to CASKI. FILBE LOST COMMUNICATIONS: Continue track to CASKI then turn left direct PBI VORTAC direct CUPED and hold. 12 NM **OBEYS** NOTE: DME/DME/IRU or GPS required. NOTE: RNAV 1. NOTE: Radar required. NOTE: Turbojet/Turboprop HURDE aircraft only. **VERO BEACH VRB** TUXXI Expect to cross at 10000 NOTE: Aircraft landing North Palm **SWOMP** Beach County General Aviation (F45) via AYBID Expect to cross at 8000 transition only. NOTE: For non-GPS equipped aircraft: Ormond Beach and Vero Beach transition-PHK STOOP and PBI must be operational; AYBID transition-PHK, PBI and VRB must be operational. **FRWAY** WILLIAM P. Landing West: **GWINN** NORTH PALM BEACH Expect Radar Vectors COUNTY GENERAL after FRWAY CASKI AVIATION Landing East: Expect TUNNE Radar Vectors after CASKI 271° SANZZ (19)4 NM

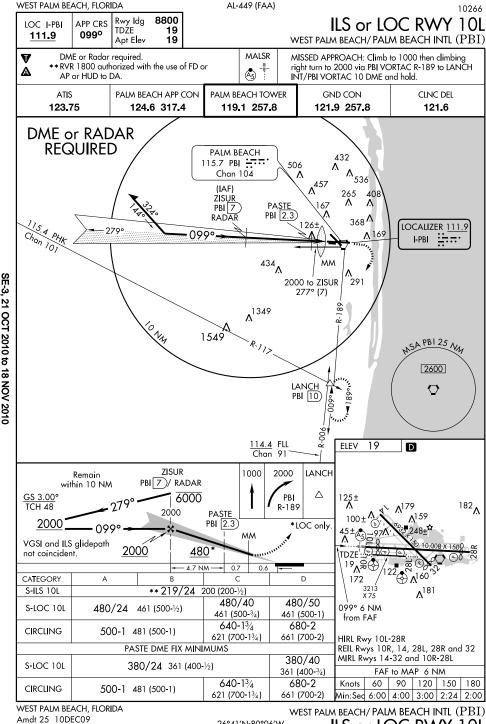
PALM BEACH INTL

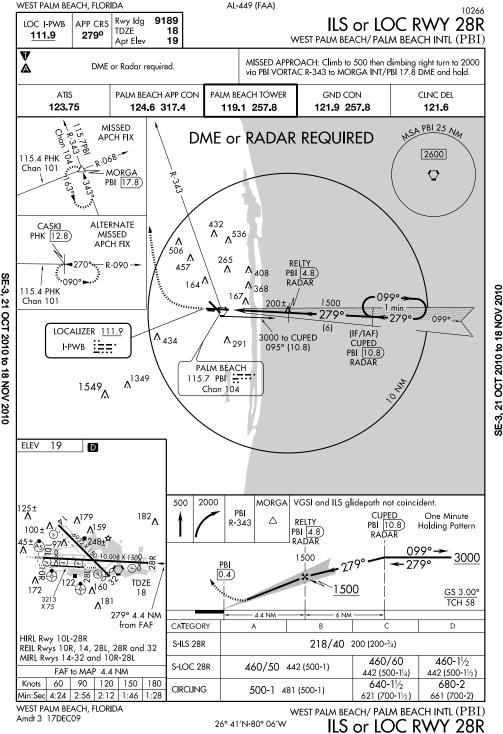
PALM BEACH

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

**CUPED** 





SL-449 (FAA)

.IVNKA) 10098 **FPARTURF** 119.1 257.8 123.75 CLNC DEL 121.6 GND CON 121.9 257.8

PALM BEACH TOWER PALM BEACH DEP CON 128.3 387.1 (North) 125.2 343.6 (South) 8wy 10R, 28L: NA-ATC. AKEOFF MINIMUMS: AMNDA If unable to accept minimum climb rates, advise

NOTE

ATC on initial contact

For Turbojets only.

NOTE: NOTE NOTE

DEPARTURE ROUTE DESCRIPTION

SE-3, 21 OCT 2010 to 18 NOV 2010

Rwy 14, 10L, 32: Standard with minimum climb of Rwy 28R: Standard with 500' per NM to 520. Transponder code will be issued via PDC or Palm 6/ . °090 8x/\* DME/DME/IRU or GPS Required. 000 Beach CLNC DEL.

OMEs must be operational for takeoff Rwy 10L, For non-GPS equipped aircraft: VRB and PBI 14, 32. VRB, PBI, and PHK DMEs must be operational for takeoff Rwy 28R. RADAR Required. SNAV 1

AMNDA TRANSITION (IVNKA1.AMNDA):

within 10 minutes after departure

per NM to 520. ATC climb of 500' per NM to 4000 minimum climb of 500' AKEOFF OBSTACLE NOTES: 45' AGL/64' MSL. 3wy 10L: , o<sup>2</sup>0 Rwy 14: **FRMMP** 

> .960  $\subseteq$

.960

BRTHR

**PYRUT** 

AHABB

(5)

(2)

2

Transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and Light pole 1461' from DER, 843' right of centerline,

ONC ONC

520

trees beginning 168' from DER, 76' right of centerline, pole, and trees beginning 1233' from DER, 155' right Light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' Trees beginning 1993' from DER, 444' left of of centerline, up to 44' AGL/63' MSL up to 87' AGL/106' MSL. AGL/89' MSL Rwy 28R: Rwy 32:

SE-3, 21 OCT 2010 to 18 NOV 2010

520

NOTE: Chart not to scale.

WEST PALM BEACH, FLORIDA

# direct BAYBE, then via depicted route to TRMMP. Thence. direct UFIRD, then via depicted route to TRMMP. Thence. direct CRYER, then via depicted route to TRMMP. Thence. left turn direct UFIRD, then via depicted route to TRMMP. ... via depicted route to IVNKA. Maintain 4000 or as AKEOFF RWY 28R: Climb heading 279° to 520, then TAKEOFF RWY 10L: Climb heading 099° to 520, then AKEOFF RWY 14: Climb heading 141° to 520, then AKEOFF RWY 32: Climb heading 321° to 520, then assigned by ATC. Expect clearance to filed altitude hence. . (RNAV)

### LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned.  The Aeronautical Information Manual contains specific details on hold-short operations and markings.				
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE	
DAYTONA BEACH, FL				
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet	
	16	07L-25R	2,900 feet	
FORT LAUDERDALE, FL				
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet	
	31	08-26	3,250 feet	
JACKSONVILLE, FL				
CRAIG MUNI (CRG)	05	14-32	3,600 feet	
	14	05-23	3,650 feet	
LAKELAND, FL				
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet	
	09	05-23	6,000 feet	
MIAMI, FL		40.00		
MIAMI INTL (MIA)	09	12-30	9,750 feet	
ODI ANDO EI	12	09-27	8,100 feet	
ORLANDO, FL	05	40.04	4.470 (	
EXECUTIVE (ORL)	25	13-31	4,170 feet	
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet	
ORLANDO SANFORD (SFB)	09C	18-36	3,150 feet	
	18	09R-27L	4,624 feet	
	27L	18-36	5,760 feet	
	36	09L-27R	5,300 feet	
POMPANO BEACH, FL	00		0,000 1001	
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet	
,	15	10-28	3,800 feet	
ST. PETERSBURG-CLEARWATER, FL				
ST. PETERSBURG-CLEARWATER INTL				
(PIE)	04	09-27	4,286 feet	
	09	04-22	4,733 feet	
	17L	04-22	7,557 feet	
	22	17L-35R	4,514 feet	
	35R	09-27	3,405 feet	
SARASOTA (BRADENTON), FL				
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet	
TAMPA, FL		00.07		
TAMPA INTL (TPA)	18L	09-27	5,650 feet	
TITUO/#1 E E	27	18L-36R	4,350 feet	
TITUSVILLE, FL	00	40.00	4.005.6	
SPACE COAST RGNL (TIX)	09	18-36 09-27	4,035 feet	
VERO BEACH, FL	36	09-27	3,750 feet	
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet	
VERO DEAGLI MOM (VID)	23L	V-7 ZZ	7,7000 1001	
WEST PALM BEACH,				
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet	
I ALM DEACH INTE (FDI)	14			
	14 28R	10L-28R 14-32	4,370 feet 3,725 feet	
	20N	02	3,1 23 IEEL	

21 OCT 2010 to 18 NOV 2010

SL-449 (FAA)

.LMORE) 10098 **DFPARTURE** 

121.9 257.8 123.75 CLNC DEL GND CON PALM BEACH TOWER 119.1 257.8 PALM BEACH DEP CON

Transponder code will be issued via PDC or Palm

DME/DME/IRU or GPS Required

RNAV 1

Beach CLNC DEL. RADAR Required.

NOTE: NOTE NOTE

If unable to accept minimum climb rates, advise

Note: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

SE-3, 21 OCT 2010 to 18 NOV 2010

ATC on initial contact For Turbojets only.

128.3 387.1 (North) 125.2 343.6 (South)

For non-GPS equipped aircraft: PHK and PBI

FLL DME must be operational for takeoff Rwy 14. DMEs must be operational for takeoff Rwy 10L ZOTE:

CRYER 2500 . . . . via depicted route to DONVN. Maintain 4000 or as

(12) LMORE

276°

AKEOFF OBSTACLE NOTES:

NANOG

\*1500 276°.

MKYDG

274°-

Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and Rwy 10L: Light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL

WEST PALM BEACH/PALM BEACH INTL  $(\mathrm{PBI})$ 

SHRKY

BUFIT

WEST PALM BEACH, FLORIDA

Rwy 14, 10L, 32: Standard with minimum climb of 500' Rwy 28R: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500' per NM to 2500.

Rwy 10R, 28L: NA-ATC TAKEOFF MINIMUMS

per NM to 520.

rees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL rees beginning 168' from DER, 76' right of centerline, up to 87' ÅGL/106' MSL. Rwy 28R: Light pole and trees beginning 1205' From DER, 323' left of centerline, up to 63' Trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL.

Rwy 32:

WEST PALM BEACH, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via track 154° to BUFIT, then right turn right turn direct BLNKT, then via depicted route to LMORE. direct CRYER, then via depicted route to LMORE. Thence. left turn direct CRYER, then via depicted route to LMORE. TAKEOFF RWY 28R: Climb heading 279° to 520, then IAKEOFF RWY 14: Climb heading 141° to 520, then TAKEOFF RWY 32: Climb heading 321° to 520, then via track 244° to SHRKY, then via depicted route to hence.

assigned by ATC. Expect clearance to filed altitude

within 10 minutes after departure.

MKYDG TRANSITION (LMORE1.MKYDG):

SL-449 (FAA) (MIXAE1 .MIXAE) 10098 WEST PALM BEACH/PALM BEACH INTL (PBI)WEST PALM BEACH, FLORIDA 123.75 CLNC DEL GND CON 121.9 257.8 119.1 257.8 PALM BEACH DEP CON 128.3 387.1 (North) 125.2 343.6 (South) PALM BEACH TOWER HALBI Light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Rwy 10L: Light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL Transmission line tower, traffic signal, poles, and trees beginning 649' For non-GPS equipped aircraft: FLL and PBI DMEs must be operational f unable to accept minimum climb rates, advise ATC on initial contact. for takeoff Rwy 10L, 14. FLL, PBJ, and PHK DMEs must be operational for takeoff Rwy 28R, 32. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL. Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL. Trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL. Fransponder code will be issued via PDC or Palm Beach CLNC DEL .960 \*1300 (19) rom DER, 24' left of centerline, up to 71' AGL/90' MSL

MIXAE

.960 —√

.660

JIMEY

TURPS

For Turbojets only.

NOTE NOTE

ŽQĮ: NOTE NOTE

.960 9 BRTHR (S) **PYRUT** BAYBE NOTE: Chart not to scale. (2) 05

**~** .880 **~** (4) • UFIRD AKEOFF RWY 10L: Climb heading 099° to 520, then DEPARTURE ROUTE DESCRIPTION 520

DME/DME/IRU or GPS Required

RADAR Required

RNAV 1.

NOTE: NOTE:

direct UFIRD, then via depicted route to TURPS. Thence eft turn direct UFIRD, then via depicted route to TURPS. AKEOFF RWY 14: Climb heading 141° to 520, then

AKEOFF OBSTACLE NOTES:

Rwy 14:

AKEOFF RWY 28R: Climb heading 279° to 520, then

direct BAYBE, then via depicted route to TURPS. Thence direct CRYER, then via depicted route to TURPS. Thence AKEOFF RWY 32: Climb heading 321° to 520, then

. . . . via depicted route to MIXAE. Maintain 4000 or as

assigned by ATC. Expect clearance to filed altitude

WEST PALM BEACH, FLORIDA

within 10 minutes after departure.

HALBI TRANSITION (MIXAET HALBI):

Rwy 28R:

Rwy 32:

SE-3, 21 OCT 2010 to 18 NOV 2010

SZZ

Rwy 14, 10L, 32: Standard with minimum

AHABB

Rwy 10R, 28L: NA-ATC. TAKEOFF MINIMUMS:

SE-3, 21 OCT 2010 to 18 NOV 2010

Rwy 28R: Standard with minimum climb of 500' per NM to 520. ATC climb

of 500' per NM to 4000.

1/8/

dimb of 500' per NM to 520.

ONE

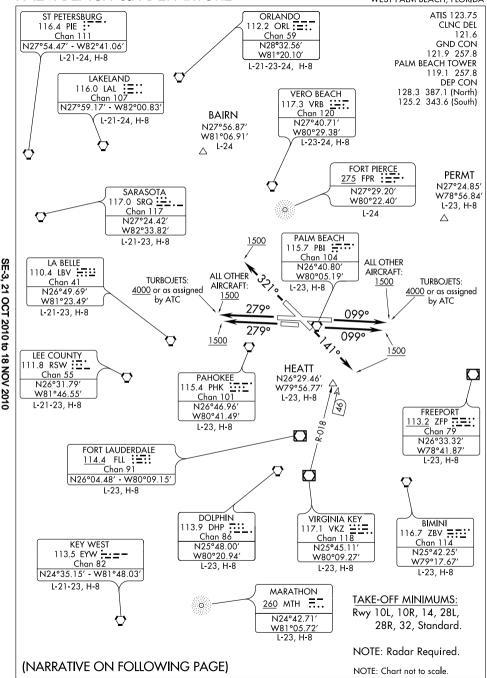
DEPARTURE (RNAV)

CRYER

WEST PALM BEACH PALM BEACH INTL (PBI)

# PALM BEACH SIX DEPARTURE

( DEPARTURE WEST PALM BEACH/PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA



# PALM BEACH SIX DEPARTURE

WEST PALM BEACH, FLORIDA WEST PALM BEACH PALM BEACH INTL (PBI)

(PBI6.PBI) 10098

# PALM BEACH SIX DEPARTURE

WEST PALM BEACH/PALM BEACH INTL (PBI) west palm beach, florida



SE-3, 21 OCT 2010 to 18 NOV 2010

### DEPARTURE ROUTE DESCRIPTION

### TURBOJETS:

TAKEOFF RWY 10L: Climb heading 099° to 4000 or as assigned by ATC, thence. . . .

TAKEOFF RWY 14: Climb heading 141° to 1500, thence. . . .

TAKEOFF RWY 28R: Climb heading 279° to 4000 or as assigned by ATC, thence....

TAKEOFF RWY 32: Climb heading 321° to 1500, thence. . . .

### ALL OTHER AIRCRAFT:

TAKEOFF RWY 10L: Climb heading 099° to 1500, thence. . . . TAKEOFF RWY 10L: Climb heading 099° to 1500, thence. . . . TAKEOFF RWY 14: Climb heading 141° to 1500, thence. . . .

TAKEOFF RWY 28R: Climb heading 279° to 1500, thence. . . .

TAKEOFF RWY 28L: Climb heading 279° to 1500, thence. . . .

TAKEOFF RWY 32: Climb heading 321° to 1500, thence. . . .

. . . .Expect radar vectors to assigned/filed route. Expect further clearance to filed altitude 10 minutes after departure.

# TAKE OFF OBSTACLE NOTES:

Rwy 10R: Antenna on hanger 177' from DER, 450' right of centerline, 38' AGL/57' MSL. Rwy 10L: Light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL.

Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL.

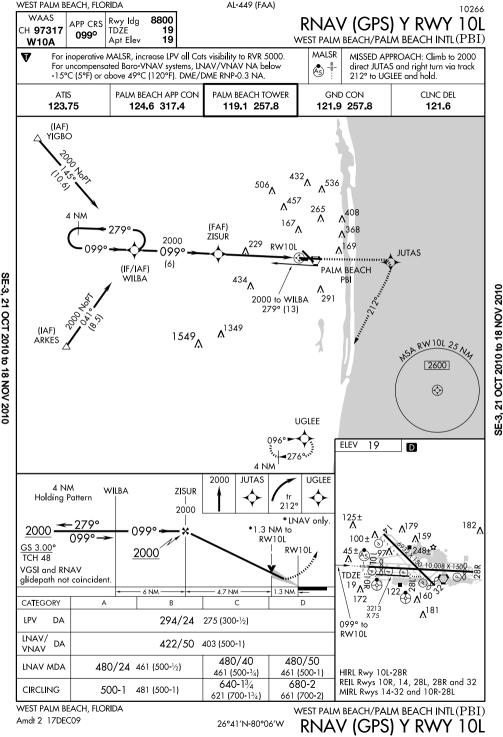
Vechicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL.

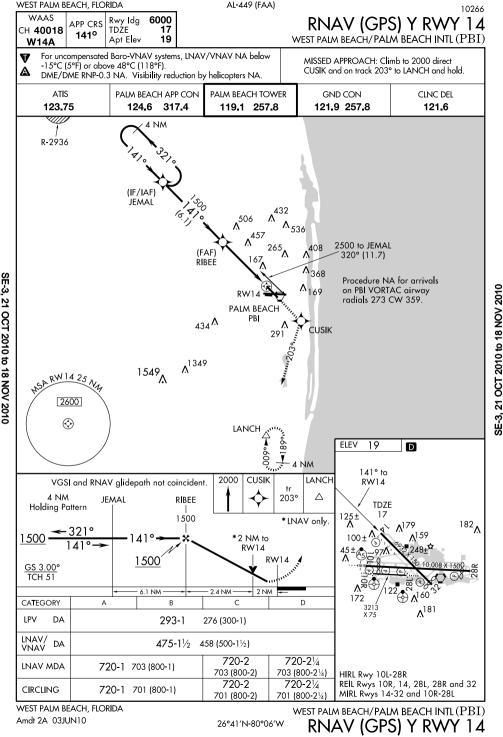
Rwy 28R: Light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL.
Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline,

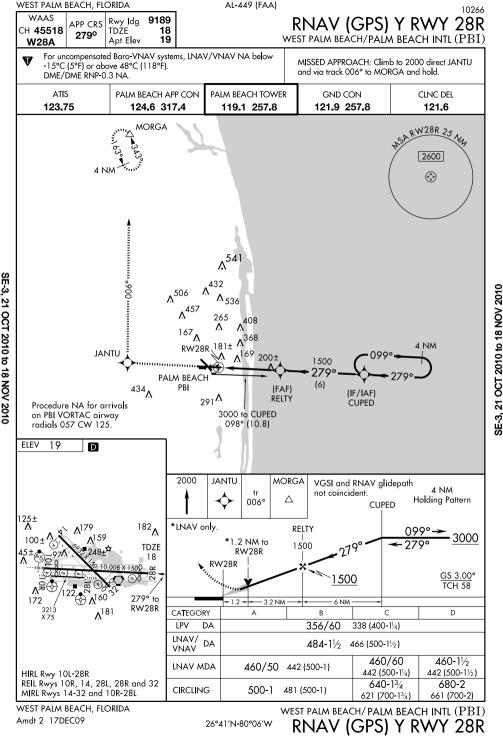
up to 44' AGL/63' MSL.

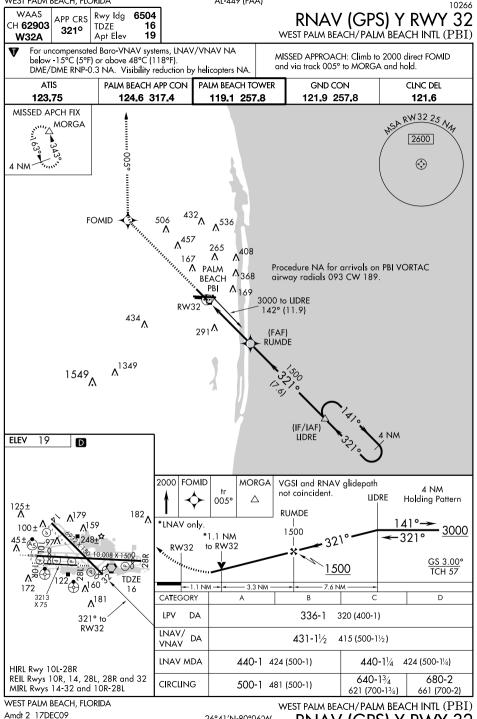
'32: Trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL.

Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.







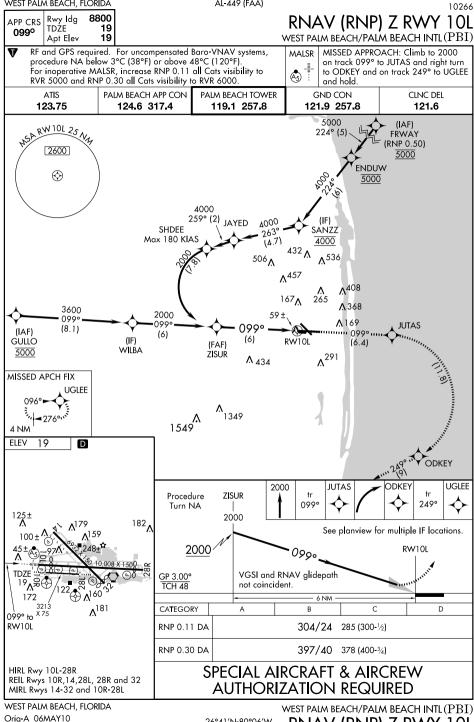


AL-449 (FAA)

WEST PALM BEACH, FLORIDA

SE-3,

21 OCT 2010 to 18 NOV 2010



AL-449 (FAA)

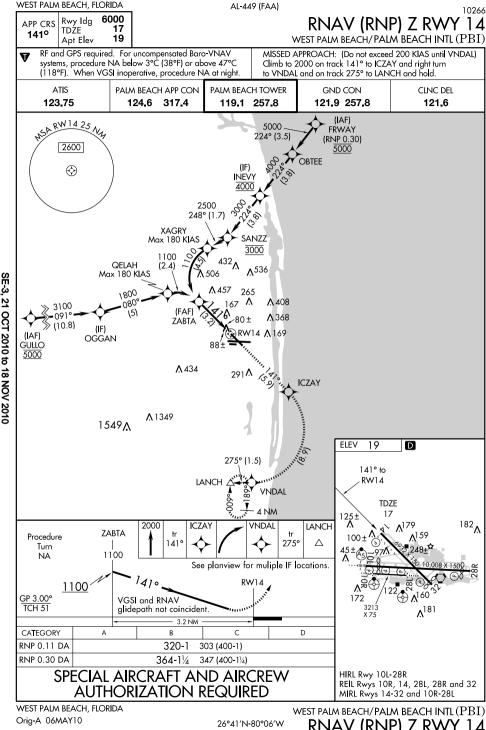
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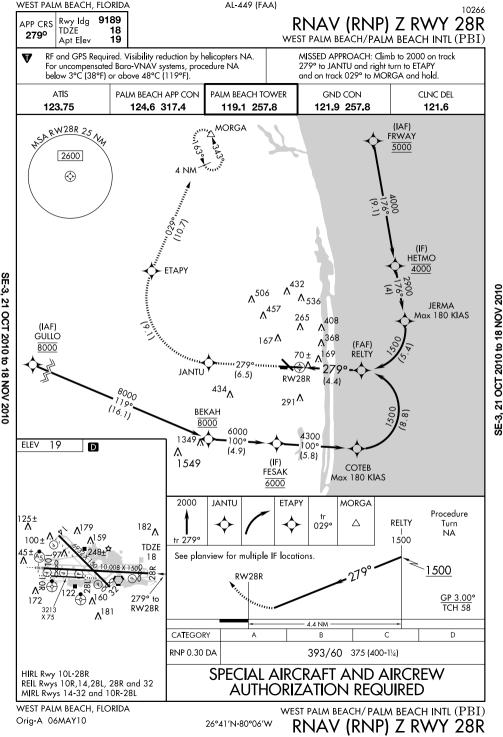
WEST PALM BEACH, FLORIDA

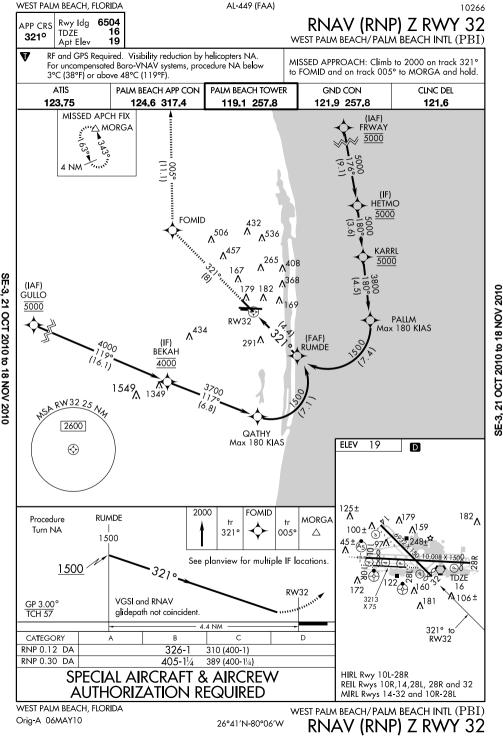
SE-3,

21 OCT 2010 to 18 NOV 2010

26°41′N-80°06′W RNAV (RNP) Z RWY 10L







SL-449 (FAA) .TBIRD) 10098 WEST PALM BEACH/PALM BEACH INTL (PBI)

For Turbojets only.

NOTE

△ SHEDS

SE-3, 21 OCT 2010 to 18 NOV 2010

ARTURF 123.75 GND CON 121.9 257.8 119.1 257.8 CLNC DEL PALM BEACH TOWER PALM BEACH DEP CON

climb of 500' per NM to 520. ATC

128.3 387.1 (North) 125.2 343.6 (South)

Rwy 28R, 32: Standard with minimum climb of 500' per NM to 520.

Rwy 14, 10L: Standard with minimum Rwy 10R, 28L: NA-ATC. AKEOFF MINIMUMS:

For non-GPS equipped aircraft: PHK and Transponder code will be issued via PDC If unable to accept minimum climb rates, DME/DME/IRU or GPS Required PBI DMEs must be operational advise ATC on initial contact. or Palm Beach CLNC DEL. RADAR Required. SNAV 1 NOTE

NOTE SOTE: ZOTE: ZOTE: NOTE TBIRD 1000 \*\330°

Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' 24' left of centerline, up to 71' AGL/90' MSL. poles, and trees beginning 649' from DER, Rwy 10L: Light pole 1461' from DER, 843' right Transmission line tower, traffic signal, of centerline, 45' AGL/64' MSL. TAKEOFF OBSTACLE NOTES:

Light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. AGL/106' MSL. Rwy 28R: Rwy 32:

(RNAV)

Trees beginning 1108' from DER, 548' right of centerline, Trees beginning 1993' from DER, 444' left of centerline, Sign, light pole, and trees beginning 1233' from DER, TAKEOFF RWY 10L: Climb heading 099° to 520, then 155' right of centerline, up to 44' AGL/63' MSL DEPARTURE ROUTE DESCRIPTION up to 69' AGL/88' MSL. up to 70' AGL/89' MSL

direct UFIRD, then via depicted route to DIAPR. Thence AKEOFF RWY 14: Climb heading 141° to 520, then eft turn direct UFIRD, then via depicted route to DIAPR.

direct CRYER, then via depicted route to DIAPR. Thence . 'AKEOFF RWY 28R: Climb heading 279° to 520, then AKEOFF RWY 32: Climb heading 321° to 520, then eff turn direct UTLEY, then via depicted route to DIAPR. Thence .

... via depicted route to TBIRD. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude SHEDS TRANSITION (TBIRD1, SHEDS): within 10 minutes after departure. WEST PALM BEACH.

520

CRYER

NOTE: Chart not to scale. SE-3, 21 OCT 2010 to 18 NOV 2010

(9)

AHABB

climb of 500′ per NM to 4000

DIAPR

343° (191

-286°.

(5)

SMGLR

UTLEY 4000

UFIRD (3)

WEST PALM BEACH, FLORIDA

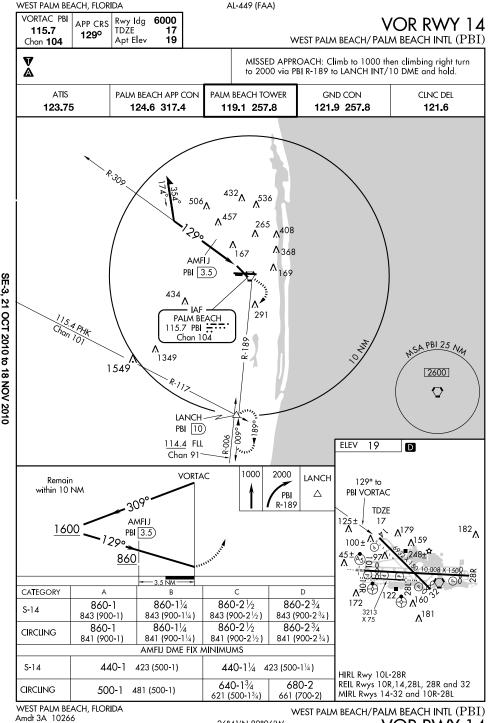
Rwy 14: **TBIRD** 

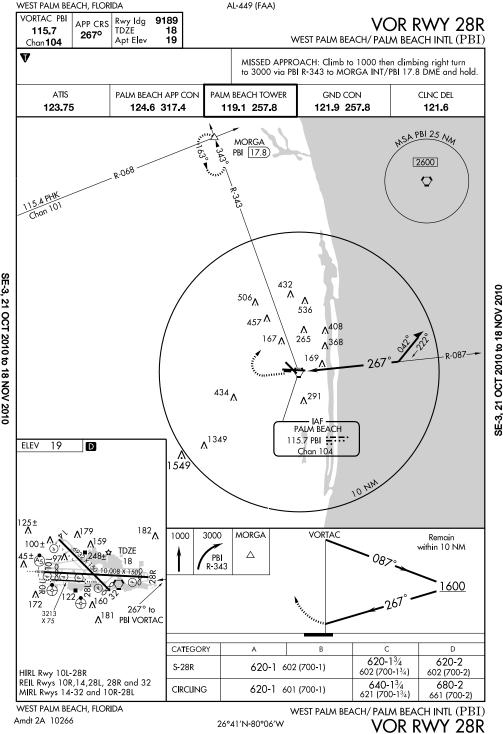
10098

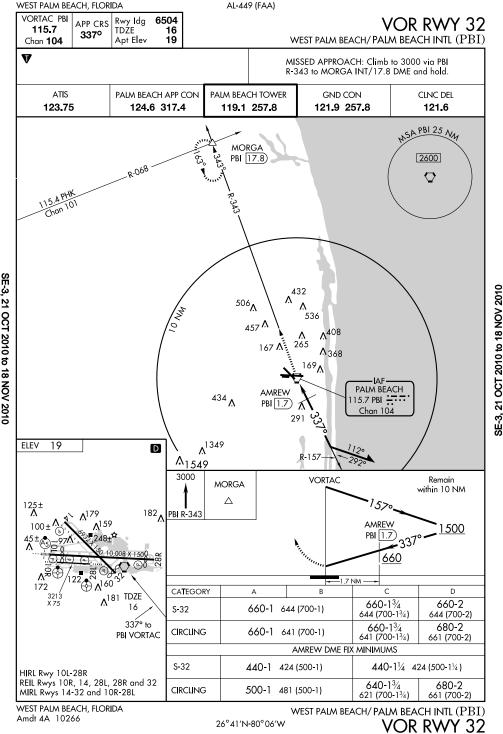
DEPARTURF

## PALM BEACH APP CON ARRIVAL DESCRIPTION 124.6 317.4 PAIM BEACH INTLATIS 123.75 ORMOND BEACH ORMOND BEACH TRANSITION (OMN.TUXXI1): 112.6 OMN **Ξ Ξ** From over OMN VORTAC via OMN R-147 to HURDE Chan 73 N29°18.20′ INT then via PBI R-359 to STOOP INT thence... W81°06.76′ VERO BEACH TRANSITION (VRB.TUXXI1): L-21-23-24, H-8 From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence... **FILBE** N28°42.14' W80° 40.60′ . . . From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course. **OBEYS** N28°10.51′ - W80°17.94′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL240 HURDE N28°01.51′ W80°11.55′ VERO BEACH 117.3 VRB ::: Chan 120 N27°40.71 W80° 29.38′ L-23-24, H-8 10000 TUXXI N27°19.08′ - W80°08.19′ 143 129) TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at 10,000' NOTE: Turbojets and (38 Turboprops only. NOTE: DME Required. STOOP N27°15.19′ - W80°07.88′ PAHOKEE 115.4 PHK ::: Expect Radar Vectors to Final Approach Chan 101 course. R-047 PALM BEACH WILLIAM P. GWINN 115.7 PBI **∺∵**⋯ Chan 104 N26°40.80′ W80°05.19′ PALM BEACH INTL PALM BEACH COUNTY PARK BOCA RATON Ó NOTE: Chart not to scale.

21 OCT 2010 to 18 NOV 2010







144 **FLORIDA** 

RWY 09: REIL, PAPI(P4L)—GA 3.0° TCH 58', Trees.

FUEL Not for public sale, A. J5, J8,

AIRPORT REMARKS: Attended 1300Z‡-dusk. Parachute Jumping. Sky diving activity invof arpt. Infield berm blocking vision between rwy

PVT

MILITARY SERVICE: LGT Rotating bon opr 1200-2300Z‡, except holidays.

24 S

PCN 49 F/A/X/T

(06FA)

WILLIAM P GWINN

NOTAM FILE MIA

RWY 09-27: H7003X150 (ASPH)

28

## having business with United Technologies Corporation or its divisions. PPR ctc twr C561-775-5450. MISC Helicopter ops. Vertical takeoff up to 3000'. Possible vertical jet turbulence within 2 nm of apch end Rwy 09. COMMUNICATIONS: (R) PAIM REACH APP CON 124 6 317 4 GWINN TWR 120.4 279.25 (Mon-Fri 1300-2100Z±) GND CON 121.65 279.25 PALM BEACH DEP CON As assigned. AIRSPACE: CLASS D Mon-Fri 1300-2100Z tother times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE MIA. PAHOKEE (H) VORTAC 115 4 PHK Chan 101 N26°46 96' W80°41 49' 069° 20.9 NM to fld. 16/0E. HIWAS. WILLISTON MUNI (X6Ø) 2 SW UTC-5(-4DT) N29°21.34′ W82°28.30′ **IACKSONVILLE** 76 B S4 FUEL 100LL, JET A NOTAM FILE GNV H-8H, L-21D, 24G RWY 05-23: H6668X100 (CONC) S-46 MIRL RWY 05: REIL. PAPI(P2L) Tree. RWY 23: REIL. PAPI (P2L)-GA 3.0° TCH 50'. Tree. Rock 🔾 RWY 14-32: H4399X100 (ASPH) S-38 Quarry RWY 14: Thid dsplcd 300'. Trees. RWY 32: Trees. 13

UTC-5(-4DT)

HIRL

FLUID SP MILITARY REMARKS: Attended Mon-Fri 1300-2100Z±, except holidays, RSTD Open only to civilian and military acft

Not insp

N26°54.50′ W80°19.74′

RWY 27: REIL, PAPI(P4L)-GA 3.0°.

C3 C3

JASU (4 Hobart starting units 28.5V/750

ΜΙΔΜΙ

DIAP

IAP

JACKSONVILLE

H-81 1-23C

୍ ଫ୍ଟ୍ର ends. Rwv 14-32 25' shoulders both sides of rwv entire length. G<sup>G</sup> ACTIVATE MIRL Rwy 05-23-CTAF. WEATHER DATA SOURCES: AWOS-3 118.425 (352) 528-9949. 00 COMMUNICATIONS: CTAF/UNICOM 122 8 G. (R) JACKSONVILLE APP/DEP CON 118.6 RADIO AIDS TO NAVIGATION: NOTAM FILE GNV €3 GATORS (L) VORTAC 116.2 GNV Chan 109 N29°41 53' C3 C3 W82°16.38' 211° 22.6 NM to fld. 128/04W. HIWAS. લે હ 000

## WINTER HAVEN JACK BROWNS SPB (F57) 3 NW UTC-5(-4DT) N28°03.45' W81°45.77' 140 S8 FIIFI 10011 NOTAM FILE PIE

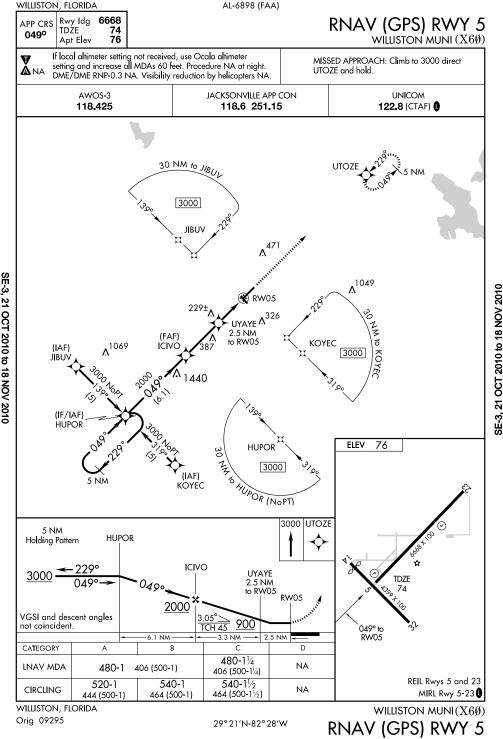
Haven's Gilbert Arpt. Ctc Winter Haven's Gilbert arpt UNICOM 123.05 for boat activity and local tfc. Major power

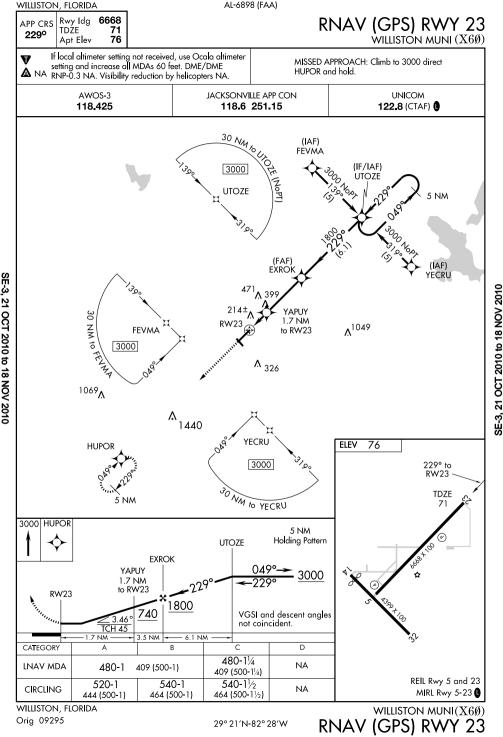
WATERWAY 01-19: 3600X2200 (WATER)

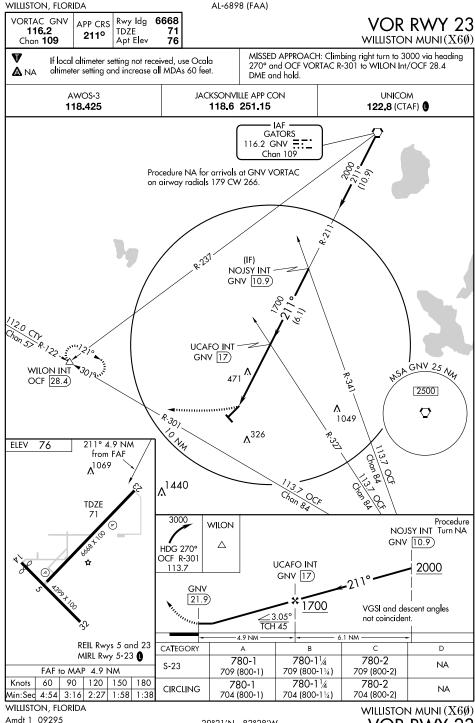
WATERWAY 01: Thid dspicd 1200'. WATERWAY 19: Thid dspicd 1000'.

SEAPLANE REMARKS: Attended dalgt hours. Recommended N-S pattern to remain clear of and blo 900' tfc at Winter

plant repairs avbl. COMMUNICATIONS: CTAF 123 05







VOR RWY 23

N28°03.78' W81°45.20'

145

ΙΔΡ

MIAMI

L-24F

JACKSONVILLE

JACKSONVILLE

IAP

L-21D. 24G

JACKSONVILLE

H-8H, L-21D, 24F

Residential

FLORIDA

WINTER HAVEN'S GILBERT

(GIF) 3 NM UTC-5(-4DT) 145 B S4 FUEL 100LL, JET A. MOGAS TPA-1000(855) NOTAM FILE GIF

RWY 05: REIL, PAPI(P2L)—GA 3.0° TCH 50', Trees. RWY 23: REIL, PAPI(P2L)-GA 3.0° TCH 50', Trees.

RWY 11-29: H4001X100 (ASPH) RWY 29: Tree.

S-30

AIRPORT REMARKS: Attended 1200Z‡-dusk, Glider acft opr on and invof arpt. Jack Brown's Seaplane Base located on adjacent lake. Ramp

adjacent to south side of new terminal clsd to helicopters. ACTIVATE MIRL Rwv 05-23 and PAPI Rwvs 05 and 23-CTAF. WEATHER DATA SOURCES: ASOS 133.675 (863) 956-2097.

COMMUNICATIONS: CTAF/UNICOM 123.05 (R) TAMPA APP/DEP CON 120.65 119.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LAL. LAKELAND (H) VORTAC 116.0 LAL

Chan 107 W82°00.83' 071° 14.6 NM to fld. 135/01E.

NOTAM FILE GNV.

287° 5.3 NM to Gainesville Rgnl.

(3 Residential Area n o<sub>o</sub> 4001 X 100 a Paridontial Residential Area €3 Residential Area **43** 

RWY 05-23: H5005X100 (ASPH)

RWY 11: Trees.

WIREY N27°56.12′ W82°04.55′ NDB (LOM) 227 LA 048° 4.4 NM to Lakeland Linder Rgnl.

NOTAM FILE LAL.

(See STUART)

WITHAM FLD WYNDS N29°40.20′ W82°10.33′

NDB (MHW/LOM) 269 GN

**ZELLWOOD** 

BOB WHITE FIELD (X61) 1 W UTC-5(-4DT) N28°44.12′ W81°37.75′ S2 NOTAM FILE PIE

RWY 09-27: 3300X150 (TURF) RWY 09: Thid dspicd 600'. Brush. AIRPORT REMARKS: Attended 1200Z‡-dusk. Rwy 09-27 marked with pails. Rwy 09-27 dsplcd thld marked with 3 tires

painted white perpendicular to centerline. Twy north side, no backtaxi on rwy. Ldg fee.

COMMUNICATIONS: CTAF/UNICOM 122.8 ZEPHYRHILLS MUNI

S6

RWY 04-22: H4999X100 (ASPH)

18 and Rwy 36 and REIL Rwy 18 and Rwy 36-CTAF. WEATHER DATA SOURCES: ASOS 118.975 (813) 780-0031.

(ZPH) 1 SE UTC-5(-4DT) FUEL 100LL, JET A TPA-See Remarks RWY 04: PAPI(P4L)-GA 3.0° TCH 32'. Tree. RWY 18-36: H4954X100 (ASPH)

S-30, D-60 S-29. D-49

RWY 18: REIL, PAPI(P4L) Thid dspicd 260'. Trees. Rgt tfc.

MIRL

RWY 27: Thid dsplcd 590'. Brush.

N28°13.69' W82°09.36' **JACKSONVILLE** NOTAM FILE PIE L-21D. 24F RWY 22: PAPI(P4L)-GA 3.0° TCH 32'. Trees. Rgt tfc. RWY 36: REIL, PAPI(P4L) Thid dsplcd 307'. Trees. AIRPORT REMARKS: Attended 1300-2300Z±. For fuel after hrs call 813-782-7789, 24 hr credit card fuel avbl. Parachute Jumping. Be alert for sky-diving acft descending from 13,500' and entering opposite tfc pattern for 24,000 pounds or less. Twy B has many depressions in surface. Rwy 18-36 37.5' paved shoulders. TPA-1090 (1000) single-engine acft 1590 (1500) multi-engine acft. HIRL Rwy 18-36 and MIRL Rwy 04-22 preset on low

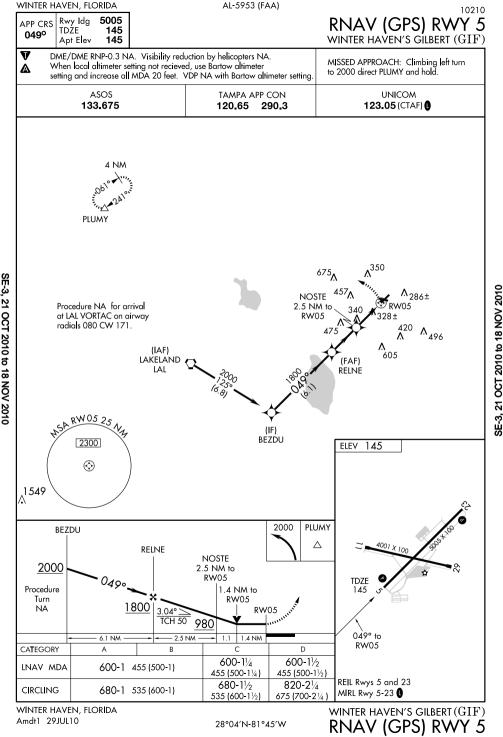
Rwy 18-36 E of arpt. Glider ops SR-SS. Rwy 18-36 limited by arpt manager to maximum gross weight of ints dusk-0300Z‡; to increase ints and ACTIVATE after 0300Z‡--CTAF. ACTIVATE PAPI Rwys 04, Rwy 22, Rwy

COMMUNICATIONS: CTAF/UNICOM 123.075 TAMPA APP/DEP CON 119.9 RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.

LAKELAND (H) VORTAC 116.0 LAL

N27°59.17' W82°00.83' Chan 107 NDR (MHW) 253 RH7 N28°13 63′ W82°09 42′ at fld NOTAM FILE PIE

332° 16.3 NM to fld. 135/01E.



WINTER HAVEN, FLORIDA AL-5953 (FAA) WAAS 4001 Rwy Idg RNAV (GPS) RWY 11 APP CRS CH 86502 TDŹE 145 107° WINTER HÅVEN'S GILBERT (GIF) W11A 145 Apt Elev Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA MISSED APPROACH: V below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by Climb to 2600 direct helicopters NA. If local altimeter setting not received, use Bartow Muni altimeter setting and RAVYO and hold. increase all DAs/MDAs 20 feet. Baro-VNAV NA when using Bartow Muni altimeter setting. TAMPA APP CON ASOS UNICOM 30 VM NO WOO HOLD OF WALLEY OF WALLE 133.675 120.65 290.3 123.05 (CTAF) 0 A to HOL 2600 2100 HOVOM 1900 (IAF) ó NURIY NURIY (IF/IAF) 1134 **Λ** OVIKE HOVOM 2.5 NM to RW11 1800 ۸<sup>350</sup> <sup>675</sup>∧ 10 4 NM 16.11 ^<sup>286±</sup> RW11 (FAF) 457 **JOSIŔ**  $\Lambda_{328\pm}$ 4 NM Λ 340 <sub>475</sub> ^ 605 420 287 (IAF) **RIYDO** RÌYĐĆ 1900 9 NM 10 2600 ELEV 145 2600 RAVYC 4 NM HOVOM Holding Pattern **JOSIR** \* LNAV Only OVIKE 107° to 2.5 NM to RW11 RW11 RW11 1800 GS 3.00° \*980 TDZE TCH 45 187± 145 -2.5 NM-2.5 NM CATEGORY Α В C D LPV DA 395-1 250 (300-1) LNAV/ DA 647-13/4 502 (600-13/4) VNAV

WINTER HAVEN, FLORIDA Orig 10098

760-1 615 (700-1)

760-1<sup>3</sup>/<sub>4</sub> 615 (700-1<sup>3</sup>/<sub>4</sub>)

LNAV MDA

CIRCLING

SE-3, 21 OCT 2010 to 18 NOV 2010

WINTER HAVEN'S GILBERT (GIF)RNAV (GPS) RWY 11

REIL Rwys 5 and 23

MIRL Rwy 5-23 (

SE-3, 21 OCT 2010 to 18 NOV 2010

760-13/4

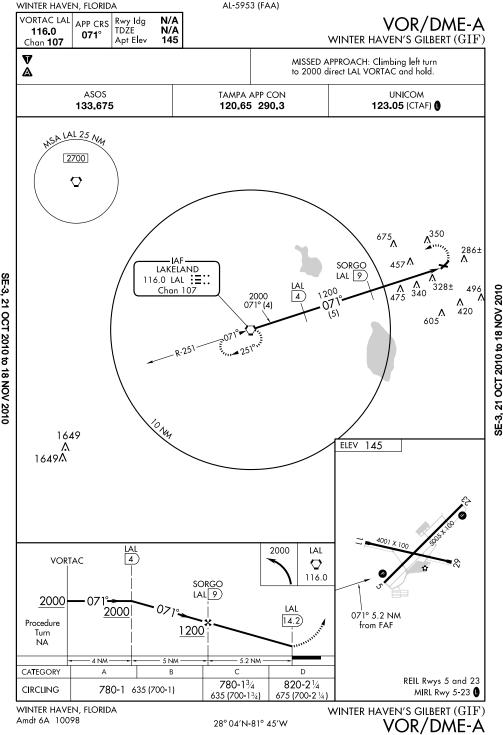
615 (700-134)

760-2

615 (700-2)

820-21/4

675 (700-21/4)



N28°03.78' W81°45.20'

145

ΙΔΡ

MIAMI

L-24F

JACKSONVILLE

JACKSONVILLE

IAP

L-21D. 24G

JACKSONVILLE

H-8H, L-21D, 24F

Residential

FLORIDA

WINTER HAVEN'S GILBERT

(GIF) 3 NM UTC-5(-4DT) 145 B S4 FUEL 100LL, JET A. MOGAS TPA-1000(855) NOTAM FILE GIF

RWY 05: REIL, PAPI(P2L)—GA 3.0° TCH 50', Trees. RWY 23: REIL, PAPI(P2L)-GA 3.0° TCH 50', Trees.

RWY 11-29: H4001X100 (ASPH) RWY 29: Tree.

S-30

AIRPORT REMARKS: Attended 1200Z‡-dusk, Glider acft opr on and invof arpt. Jack Brown's Seaplane Base located on adjacent lake. Ramp

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Chan 107 W82°00.83' 071° 14.6 NM to fld. 135/01E.

NOTAM FILE GNV.

287° 5.3 NM to Gainesville Rgnl.

(3 Residential Area n o<sub>o</sub> 4001 X 100 a Paridontial Residential Area €3 Residential Area **43** 

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RWY 11: Trees.

WIREY N27°56.12′ W82°04.55′ NDB (LOM) 227 LA 048° 4.4 NM to Lakeland Linder Rgnl.

NOTAM FILE LAL.

(See STUART)

WITHAM FLD WYNDS N29°40.20′ W82°10.33′

NDB (MHW/LOM) 269 GN

**ZELLWOOD** 

BOB WHITE FIELD (X61) 1 W UTC-5(-4DT) N28°44.12′ W81°37.75′ S2 NOTAM FILE PIE

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painted white perpendicular to centerline. Twy north side, no backtaxi on rwy. Ldg fee.

COMMUNICATIONS: CTAF/UNICOM 122.8 ZEPHYRHILLS MUNI

S6

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18 and Rwy 36 and REIL Rwy 18 and Rwy 36-CTAF. WEATHER DATA SOURCES: ASOS 118.975 (813) 780-0031.

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S-30, D-60 S-29. D-49

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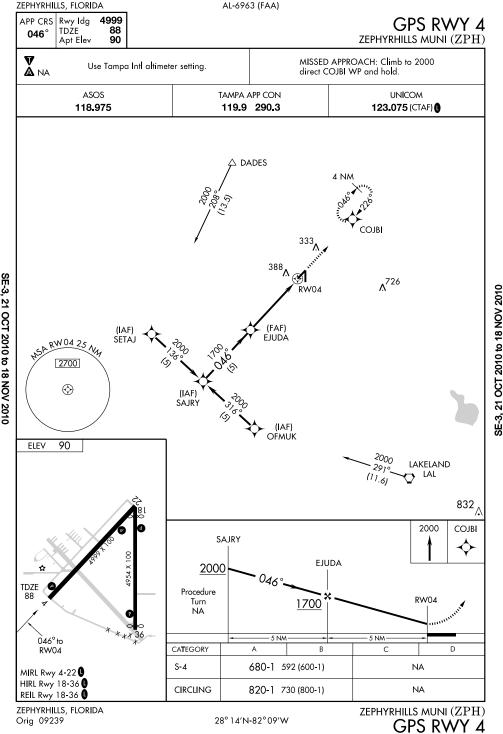
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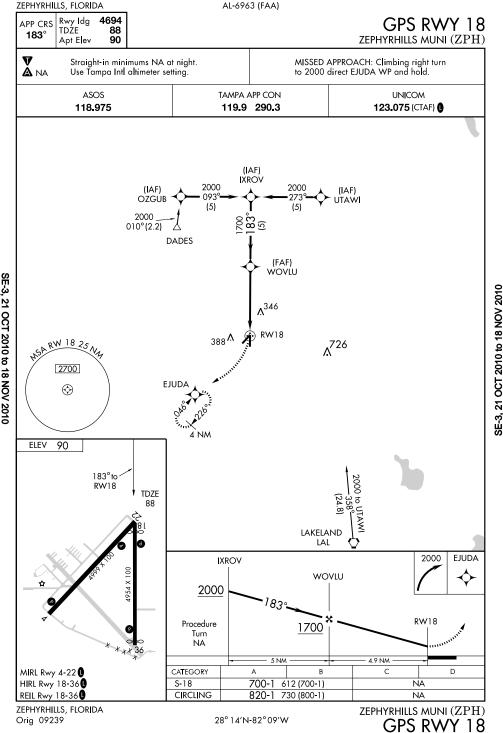
COMMUNICATIONS: CTAF/UNICOM 123.075 TAMPA APP/DEP CON 119.9 RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.

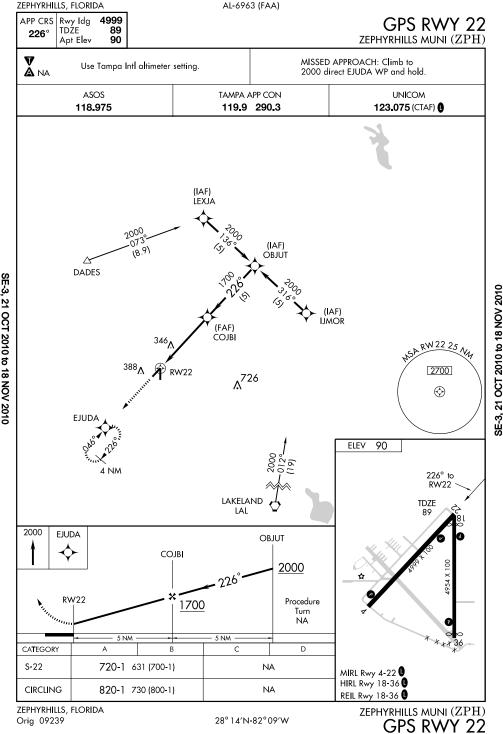
LAKELAND (H) VORTAC 116.0 LAL

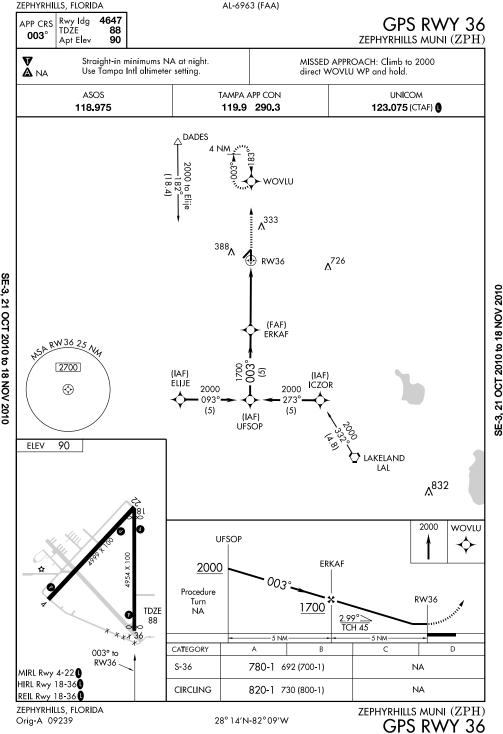
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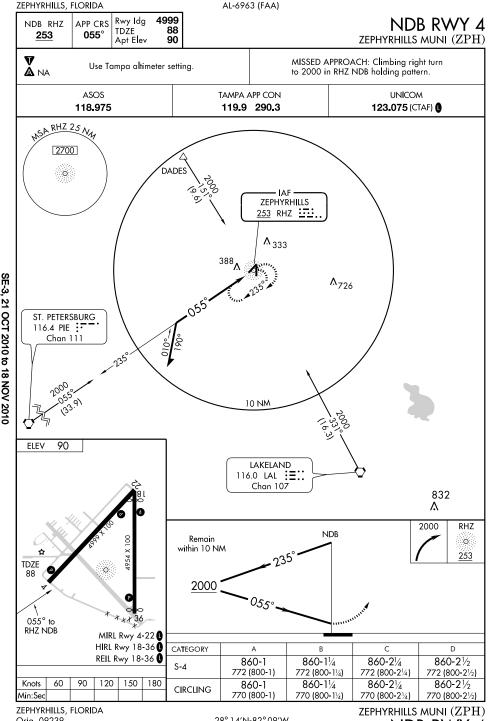
332° 16.3 NM to fld. 135/01E.

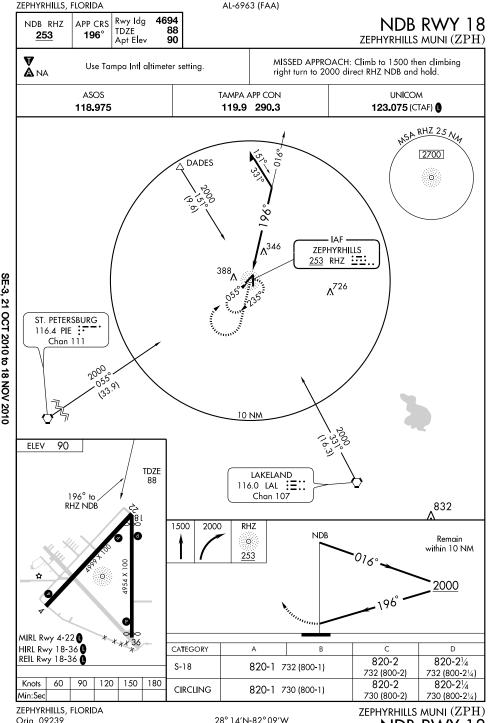












Orig 09239

28° 14′N-82° 09′W

NDB RW

